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SATURDAY, APRIL 28, 1928.

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SOUTHERN CLAIMS UNTRUE?

TSINAN AND TAIAN IN WHOSE HANDS?

TSINGTAO RAILWAY ALLEGED TO HAVE BEEN CUT.

SHANTUNG DEFENCES.

Shanghai, Apr. 27. The Nationalists claim to have cut the Shantung Railway at Chengtien, mid-way between Tsinan and Kiaochow, on the coast near Tsingtao.—*Reuter.*

Shanghai, Apr. 27. All previous reports concerning the Nationalist successes in Shantung appear to have been exaggerated according to latest telegraphic advices from the province.

If this information is to be believed, both Tsinan and Tsinan are still in the hands of the Nationalists, though Marshal Feng Puhsiang has progressed rapidly from Tung Ting and his forces are laying siege to Tsinan. One report has it that he has been joined by Nationalist forces and a joint attack on the city is being launched.

Northerners at Taian.

On the other hand, news from Taian states that the place is still occupied by the Northerners and that Marshal Chiang Kai-shek is personally directing the Nationalist assault on the town.

The Third Army Corps is reported to have made rapid progress from the south-east and has approached within 40 or 50 miles of Tsinan.

It is reliably reported that the Nationalists have concentrated large forces at Ningyang, north of Yenchow, and at Tawenhow and troops in these three places is estimated to be in the neighbourhood of 60,000, strong.

Poshan Captured.

The First Army Corps and part of the Third Army Corps on Thursday captured Poshan, near the Tsinan-Tsingtao railway, and are now fighting their way through in an attempt to cut the Northerners' line of communication.

Marshal Sun Chuan-fang has been appointed Commander-in-Chief, subsequent to the military conference on Tuesday evening. It has been resolved to defend Tsinan and Kiaochow has been laid down as the first line of defence.

Mr. Pan Fu left Tsinan early on Thursday morning for Peking, where he will report the nature of the Tsinan conference to Marshal Chang Tso-lin.

Nationalist Protest.

The Nanking Nationalist Government handed a second Note of protest against the sending of Japanese troops to Shantung, to the Japanese Consul in Nanking on Thursday afternoon.

Taming Out of Danger.

Peking, Apr. 27. It is generally believed here that the Northerners have re-occupied Taian without fighting.

Apparently the Southern raiders reached Taian but withdrew and the city was unoccupied by either side for one or two days. A foreigner who has reached Tamingfu has wired stating that all is quiet and presumably the Northerners are holding Tamingfu which is not in immediate danger of capture.—*Reuter.*

Feng Claims More Cities.

Shanghai, Apr. 27. Marshal Chiang Kai-shek arrived at Taian yesterday from Yenchow, enroute to Tsinan.

Feng Yu-hsiang wires that he has captured Kueishan and Kueishan in southern Shansi. From Chengchow an army of 15,000 is prepared to advance along the Kuan River to reinforce the Kuomintang at the front.—*Reuter.*

Japanese Reinforcements.

Tokyo, Apr. 27. Three destroyers have left Esase for Tsingtao with reinforcements.—*Reuter.*

Protection of Mines.

Peking, Apr. 27. The Japanese have sent 418 troops to Poshan to protect the mines.—*Reuter.*

SOCONY ATTITUDE AT ENQUIRY.

MAY BE COMPELLED TO GIVE INFORMATION.

BURMAH PRICE WAR.

Rangoon, Apr. 27. Complaint of the paucity of information given by the Standard Oil Company representative was made by the President during the Tariff Board of Enquiry into the recent price war between the Standard Oil Company and the Royal Dutch oil interests.

The President, Mr. Ginhwa, said the evidence given by the witness for the Standard Oil Company, helped them not at all.

The Burmah Oil Company, he said, had agreed to give all the information necessary, and he felt that the Standard Oil Company was not co-operating with the Government of India, or assisting the Board's Enquiry.

The Board was aggrieved at the Company's attitude especially as it had assured the Company that it would treat matters confidentially if this was required.

The Board would exercise their power to compel the Company to give the desired information.—*Reuter.*

ATLANTIC FLIERS IN NEW YORK.

ARRIVE UNEXPECTEDLY WITHOUT FUSS.

New York, Apr. 27. The Transatlantic fliers, Capt. Koehl, Baron Von Huchefeld and Colonel Fitzmaurice landed at Curtiss Field, New York, to-day, taking the city by surprise.

Their arrival was entirely unexpected, hence, apart from a few reporters, the aerodrome was deserted.

It is believed the airmen's plan was kept secret to avoid the gathering of an unmanageable crowd.—*Reuter's American Service.*

LANCASHIRE FEELS REBELLIOUS.

OBJECTS TO M.C.C. CONTROL OF TOURS.

London, Apr. 27. At a meeting of the Advisory County Cricket Committee at Lord's to-day, Lancashire's proposal that the Board of Control should arrange the future colonial cricket tours in which Test matches are played, instead of the Marylebone Cricket Club, failed to find a second.

Lancashire's amendment that the Marylebone Cricket Club's management of all tours, "should long continue," was carried unanimously.—*British Wireless.*

BRITISH SELECTION PLEASES.

CANADA'S CONFIDENCE IN NEW REPRESENTATIVE.

London, Apr. 27. The Secretary for the Dominions has received a telegram from the Secretary for External Affairs in Canada, expressing great pleasure at the appointment of Sir William Clark as High Commissioner in Canada for His Majesty's Government in Great Britain and adding: "We have every confidence that the step will prove of marked advantage in facilitating communication and co-operation between His Majesty's Governments in Great Britain and Canada."—*British Wireless.*

NANKING ABROGATES TREATY.

END OF SINO-PORUGUESE AGREEMENT.

Nanking, Apr. 27. As the Commercial Treaty between China and Portugal expires to-morrow, the Nanking Nationalist Foreign Ministry are issuing a declaration, announcing its termination.—*Reuter.*

ATTACK ON BRITISH OFFICIAL.

MAIL SORTER MAULS POSTAL COMMISSIONER.

FACE BADLY SCARRED.

(Our Own Correspondent.)

Shanghai, Apr. 28.

A Chinese mail sorter employed at the Post Office here, unexpectedly and brutally assaulted Mr. C. H. Shields, the Postal Commissioner, following a reprimand arising out of a dispute with a foreman.

The assailant was told to take sick leave. He misconstrued this to mean dismissal, and refused to obey the order.

Subsequently, the sorter lay in ambush in the passage-way to Mr. Shields' office, and when the latter came out he clawed him with his long finger-nails, scarring his face.

Mr. Shields was momentarily imperilled until other postal employees rescued him and overpowered his attacker.

In the Provisional Court, later, the assailant delivered a rambling statement explaining the origin of the dispute. He was ordered to be detained for mental observation regarding the question of his sanity.

THREE AIR RECORDS BEATEN.

Captain Broad Improves On Own Performance.

A TON AT 162 M.P.H.

London, Apr. 27. Three world's air records were to-day broken by Captain Broad, in the De Havilland machine "Sound," in the same circumstances as cabled yesterday.

Carrying a ton of lead, he beat his own record for a hundred kilometres by averaging 162.3 miles per hour, which is 1.4 miles better than his yesterday's record, while he also broke the speed record at the same weight for five hundred kilometres, and the five hundred kilometre record carrying about half a ton.

The latter records were previously held by a Czechoslovak and a Frenchman respectively.—*Reuter.*

statement explaining the origin of the dispute. He was ordered to be detained for mental observation regarding the question of his sanity.

BRITISH AIRWOMAN'S SUCCESS.

LADY BAILEY ARRIVES AT JOHANNESBURG.

London, Apr. 27. Lady Bailey, who is making a solo flight from England to Capetown landed to-day at Buragwaneth aerodrome, Johannesburg, in the presence of a large crowd, having been escorted from Pretoria by six other planes. She resumes her flight to Capetown as soon as possible to rejoin Sir Abe Bailey.—*British Wireless.*

VIENNA ARRESTS.

BELA KUN'S SECRETARY CAUGHT.

Vienna, Apr. 27. Another Communist has been arrested, also a girl, who is alleged to be M. Bela Kun's secretary.—*Reuter.*

The arrest of Bela Kun is reported on another page.

SQUALLY WEEK-END.

The Royal Observatory's forecast up till noon to-morrow is: South winds, moderate, squally; generally cloudy, some rain and fog.

CHINA'S GIGANTIC REVOLUTION.

DR. YUI ENTERTAINED BY Y.M.C.A.

GEN DUNCAN'S SPEECH.

London, Apr. 27. General Sir John Duncan, presiding to-day at a luncheon given by the Y.M.C.A. in honour of Dr. Yui, thanked Dr. Yui and his companions for the many kindnesses he received while in China.

Sir John paid a warm tribute to the protective work in the Y.M.C.A. centres in Shanghai, expressing the opinion that the reason the discipline of the troops was so good was the work of the centres.

Dr. Yui gave an exposition of the aims of the Chinese Nationalist movement, as distinct from the Nationalist Party, and declared that China was at present going through the most gigantic revolution the world had ever known.

He strongly contested a newspaper statement that the work of Christian Missions had ended in China. They wanted missionaries to return in greater numbers, but they must realise that a new situation exists, to which they must adjust themselves.—*Reuter.*

LEAGUE OF NATIONS MEETINGS.

THE WASHINGTON HOURS CONVENTION.

Geneva, Apr. 27. The eleventh Session of the Advisory Committee on Opium has concluded its sittings, and will not meet again until January, 1929.

No progress was made at the first public sitting to-day of the Governing Body of the International Labour Office which was devoted to consideration of the report of the Standing Orders Committee, chiefly concerned with the method of dealing with proposals to revise Conventions.

The question arose out of the British Government's proposals for the revision of the Washington Hours Convention, which the workers' group strenuously oppose. Eventually on the suggestion of the German delegate, the discussion was adjourned until to-morrow.—*Reuter.*

BRITISH AIRMEN RE-APPEAR.

ABSENCE OF NEWS FOR TWO MONTHS.

Karachi, Apr. 27.

The British airmen, Major Newall and Captain Vincent, have arrived here.—*Reuter.*

The last message concerning the flight on which those airmen are engaged, reached Hongkong on February 14th, and stated that they had left Cairo for Singapore.

As far as we can ascertain, Reuter has not mentioned what has happened to them in the meantime.

GERMANY'S REPLY TO U.S.A.

AGREEMENT WITH ANTI-WAR PROPOSALS.

Berlin, Apr. 27. The Foreign Minister, Dr. Stresemann, has handed the American Ambassador, Germany's reply to Mr. Kellogg's anti-war proposals.

It approves, according to reliable reports, the principle of the proposals without any of the reservations made by France.—*Reuter.*

NEW PRAYER BOOK MEASURE.

CHURCH ASSEMBLY GIVES FINAL APPROVAL.

London, Apr. 27. The Church Assembly, after a lengthy discussion of the new Prayer Book Measure, gave final approval to-day by 898 votes to 158.—*Reuter.*

BRITISH TRIBUTE TO CHINESE.

MR. ORMSBY-GORE IN MALAYA.

COURAGE & INITIATIVE ARE LAUDED.

IMPERIAL POLICY.

Singapore, Apr. 19. The Chinese community of the F.M.S. entertained the Right Hon. Mr. W. G. A. Ormsby-Gore, Under Secretary of State for the Colonies, at a banquet at Kuala Lumpur on Tuesday evening. The Hon. Mr. Wong Yick Tong presided over a representative gathering of 200 people.

Replying to the toast of his health, the Under Secretary of State for the Colonies said that there were few more remarkable aspects of the happy land of Malaya than the quality of the Chinese people. The Chinese had earned an outstanding reputation in the world of commerce.

Courage and Initiative.

No matter where he went or to whom he spoke this same tribute was paid to the Chinese, said Mr. Ormsby-Gore. Their commercial rectitude and honour were second to none in the world. Over and above that it was clear that the Chinese in Malaya had shown qualities of courage and initiative which were a source of pride to the whole community. One knew of many examples of people who had come from China, who, solely by their qualities of character, their perseverance, and their thrift, had advanced themselves and their families until they had reached a high scale of culture, wealth, and education.

Opportunities Grasped.

In the British Empire there was always a career open to one who had courage and character. The British had helped to establish in the Peninsula a reign of order and security. Given those basic conditions all nations in friendly rivalry had had an equal opportunity and he could say that the Chinese had not been slow to grasp it. Everywhere could be seen examples of the energy and industry of the Chinese craftsmen—in Mr. Straich's railway workshops, in the tin mines and wherever one went.

Then again, said Mr. Ormsby-Gore, the duty of generosity had been faithfully performed by the Chinese. It was clear from their actions that, not content with amassing wealth, the Chinese had been foremost in public generosity and public industry. As long as men of wealth thought more of labouring for the public good than for themselves, so long would Malaya remain happy and prosperous. The example set by the Chinese was an example of which everyone was proud.

Helping Education.

There was one thing in particular that he wished to mention in this connection and that was education. The Chinese had been generous benefactors of Raffles College. He hoped that these would be followed by others.

Few people from Malaya and the other countries of the Empire could be found accommodation in the Universities of Great Britain. Therefore one of the duties which rested upon the British Empire was the duty of providing, with public and private support, the necessary means for all classes in each country to rise, with the fullest opportunities.

Imperial Policy.

Continuing, Mr. Ormsby-Gore said that he was the representative of His Majesty's Government in Great Britain, those islands in the North Sea which had evolved the most remarkable political organisation in the world. The thrill of the British Empire was felt when he left the Colonial Office and saw for himself the great variety of that Empire. They were living in an era of freedom, an era of organic growth, an era when the whole of the British Empire was daily being transformed before their eyes. Formerly Great Britain was the directing force of the political activities of the Empire. To-day the Home Government were working to give more

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

The cafe in Kowloon that specialised in curries, was unable to conduct public favour, it appears.

The big drum was burst at the St. George's Day band concert. Now we know what the window breakers were practising for.

The Court has decided in the cornet playing case, that Kowloon music is not "enough to make your hair curl."

Now that they are asking for young men to be taught ballroom dancing for a charity show, it might be pointed out that it would be a charity to teach some who think they already know.

A German chemist claims to have discovered something that will dissolve gold. Recently married, we suppose.

Mixed metaphor—"He managed to keep his head above water by the skin of his teeth."

Some of Hongkong's young men are so addicted to modern dancing that there's not interested in any other walk in life.

A new moth has been discovered near Fanning, with very bushy legs. But maybe it's only one of the old sort wearing plus fours.

Looks as if some of these soldiers are, like the windows, a bit cracked.

"Chorus Girl Baras Soul," says an American newspaper heading. H'm.

One of the items at the St. George's Day band concert was "I selected its musical instrument wonder how I look when I'm before the cornet was invented."

"Old Aberdeen Man Victim of a Trick" says a headline. Scotland certainly does not stand where she did.

The Woman's Page says that hats are to be large and felt. We would prefer them small and merely seen.

Almost any shade is possible in the bathroom, we read, but the preferable one is that over the window.

According to a headline, George Bernard Shaw has no time for women "Hamburgs." He apparently knows his pork and beans.

Owing to the number of motors and mosquitoes at Taipei, the Mayor has issued a warning regarding the use of Flit. Otherwise crime in the district is normal.

There is no truth in the story that local Theosophists intend holding an Oliver Lodge meeting.

A Kowloon man claims to have broken the most gramophone records in the Colony.

What's all this talk about Scots manness? An Aberdeen man recently threw a confetti at his daughter's wedding.

A Neapolitan barber claims to be able to change hair to any colour desired. See Naples and dye.

In response to the toast of his health at a recent dinner, Sir Harry Lauder replied in song. It is, quite all right as far as Sir Harry Lauder is concerned, but it is dreadful to think of the custom spreading.

The Budget speech reminds us that there is a trick in every trade.

"John"—Nothing doing. So far as we can see there is nothing wrong with our flappers.

Mosquitoes are said to be capable of flying a distance of a mile and a half. Then why don't they start from now?

This Week's Smiles:—As dim as the Lower Peak Tram Station after lighting-up time.

If a man has an accident with his car, it's the other fellow's fault. If a woman gets her car tangled up, it's because she's a poor driver.

Hongkong University is about to conduct research in the matter of the lesser platypus in order to determine whether in the mud flats at Tsinwai it is orthocentric or pragmatic.

Manila was ordered to go "dry" on Election Day last week. All the same, the public had a good deal to swallow.

Jealousy is at the bottom of half the marital warfare, says a writer. Wrong trumping in—bridge supplies the other half, we suppose.

Mr. Churchill says he hopes for greater revenue from beer. Looks as if the nation will have to drink its way to prosperity.

Home racing certainly seems to be going to the dogs.

We commend these British attempts to create new speed records to some of our young men who arrive late at the office.

This increase of capital by the China Light Co. should give it more power.

America is very bucked because two of her airmen have been up the Pole.

Thank goodness! Heaven wonder how I look when I'm before the cornet was invented.

Paris is now classifying all men who earn their living by dancing as labourers. After our last struggle in the Roof Garden, we quite see the justice of this.

Dog-racing is becoming popular in Germany, despite the fact that in one instance a dachshund stretched so far round the course that he caught himself instead of the electric hare.

The chief advantage of the new motor spirit doped with lead is that if you miss a pedestrian with your radiator, you still have a chance of gassing him from the exhaust.

The tax on buttons is expected to result in a much more frequent use of the Biblical phrase:—"Woe is me, for I am undone."

Our contemporary missed a fine chance when it failed to illustrate Mr. Churchill's Budget speech with pictures of a bag of sugar, a tin of kerosene, a bottle of beer, a row of buttons and a mechanical cigarette-lighter.

The Shanghai newspaper which stated that Chinese in Hongkong were permitted to use our parks was quite right, but for the fact that we have done.

The dreadful name which the Admiral called the Bandmaster has now been disclosed. He addressed him as a "barnacle."

When China finally settles down, it won't be an easy matter to tell who won the war.

A woman's home is getting to be a mere parking place for a change of clothes.

It was so wet in Kowloon the other day that only seven persons watched a man paint a sign.

A fashion paper says woman's clothes are getting more and more interesting. We've noticed it.

When a widow marries again she generally goes a step farther.

It seems that the complaint about the Government's rubber restriction scheme was that it should have been more elastic.



"My husband is most erratic. I never know what he is going to do next." "And I, never know what mine did last."

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ST. GEORGE'S BLDG.

ST. STEPHEN'S COLLEGE.

FOUNDATION OF NEW BUILDING LAID.

Speaking at the laying of the foundation stone of the new St. Stephen's College Building at Stanley, yesterday afternoon, His Excellency the Governor said that it marked the beginning of a new era in educational enterprise in the Colony, in that they were attempting no less than to found here a public school after the model of those in the United Kingdom.

His Excellency arrived at the appointed time, being accompanied by Lady Clementi, Captain A. J. L. Whyte and Captain G. Perfect (A.D.C.) to His Excellency; Major General C. C. Luard and other distinguished officials. The party were met on arrival by members of the College Council and Building Committee and ushered to their seats.

Chairman's Address.

The Hon. Sir Henry Pollock, K.C., who is Chairman of the Building Committee, in his address of welcome to His Excellency, expressed thanks to His Excellency for attending the ceremony, his time being very fully occupied in view of his coming absence on leave from the Colony. He used the word leave advisedly because it was much to be feared that His Excellency's well known devotion to the welfare of the Colony and its interests was likely to curtail considerably his time for rest and leisure in the Homeland.

Sir Henry also expressed his thanks to Lady Clementi and the other guests for their presence and said he also took the opportunity of expressing the great gratitude of the College Council and the Building Fund Committee to the donors to the Building Fund for their generous contributions amounting with interest, to a sum of \$350,000.

He also expressed his appreciation of the effective labours of the Old Boys' Committee and the students of St. Stephen's in helping in connexion with the sum raised. He added that the generosity of the Government in placing nearly 25 acres of land at the disposal of the Council of the College was very much appreciated and that such generosity was calculated to spur the Council on to establish an educational institution which would be in every respect a credit to the Colony.

An Extra Hostel.

In fact, he added, the Council and the Building Committee were reaching forward to the erection of an extra hostel in addition to that of which His Excellency was about to lay the foundation stone. Such an extension was estimated to cost about \$150,000, being apparently warranted by the prospective number of boarders already in view. He thought it would be more economical to start a new one now before the old one was finished while the building plant was still on the spot.

Sir Henry also said that with the addition of these two hostels which would accommodate 120 boys the Council hoped in the course of the next few years to build on the site two more hostels so as to provide accommodation for 250 boarders, a communal dining hall for the whole school, a library and museum, laboratories, workshops and a gymnasium, and later a school chapel.

The playing fields which would soon be taken in hand would be as spacious as any schools in the Colony. The erection of the hostel, of which His Excellency was to lay the stone, was in the capable hands of Mr. Lam Woo who said he expected the work to be finished within twelve months. In the meantime, by arrangement with the Government, connexion would be made with Tytan Tuk so as to obtain a pure water supply and the necessary motor roads affording access to the site would be constructed.

In commenting on the favourable surroundings, Sir Henry said the new School was conveniently placed near the bathing beach,

and they hoped in course of time to have separate bathing-huts for the College, and even a pavilion which he had previously mentioned elsewhere (laughter).

In conclusion, Sir Henry said the Council intended to establish an institution with a high standard not only of education but of public service for the good of others. (Applause).

Dr. Tao's Address.

Dr. S. W. Tao, LL.D., J.P., addressed the gathering, saying, in part:

As one of the founders of St. Stephen's College and on behalf of the students and their parents, I extend to your Excellency our most hearty welcome and thanks for coming here to-day to lay the foundation stone of this new College Building.

The great interests your Excellency has taken in the education of the Chinese here and the strong support and encouragement you have given to the establishment of a Chinese School at the Hongkong University, and your exhortation to Chinese to learn Chinese literature and classics, have won for you, Sir, the inestimable admiration, respect and gratitude not only of the Chinese here but also of all patriotic men in China.

The public-school system has now come to China and it is going to stay. Hitherto, Chinese have been accustomed to educate their children at their own home where they can have more supervision and control over their character and conduct, and less danger of bad association and contamination. This method of education was only possible in days of old when one had nothing more to learn than his own language and literature, and the object of education was to pass the old-form-of-examination in China.

A Great Responsibility.

But when social intercourse between men of all nations becomes more and more extensive, the need of acquiring a knowledge of modern science, foreign languages, and the ideals of other nations becomes imperative. Parents if they want to keep up with the times must give their children the benefit of a public school education and training.

However, the fear of some parents that their children may get into bad company when associating with a large number of boys in a public school still remains, and it behoves, therefore, the masters, who have the charge and responsibility of boys, to allay this fear by keeping strict discipline in school; by associating themselves closely with the boys in their work and play; and by keeping them so much employed in useful work that they can have no time to get into mischief. These aims the Boarding School system only can effectively achieve.

St. Stephen's is now entering on its second stage of development. It is the first time the School has a building of its own, with ample ground for playing fields and for future development. It is fitting occasion at this day's ceremony that I should re-state and emphasize the hopes and expectations of the Founders 25 years ago; however much I may fail in my ability to express them adequately.

Formation of Character.

Generally speaking, the object of parents in sending their sons to school is to attain scholastic achievements. But the English Public School system aims higher than that, that is, the formation of the character of the students. Parents should be reminded that it is not given to every man to be of the same ability, but every man can be of good character. It is the duty therefore, of every school towards both the State and country to produce such men, and the English Public School system is the best means of attaining this desired end.

What we hope of the students is that they should acquire a spirit of self-reliance, fair play, willingness to make sacrifice to do others good, cheerfulness in defeat and magnanimity in success, an esprit-de-corps, as well as the courage of carrying out their own conviction for good and a determination to refrain from doing what they have learnt to consider *infra dig.*

A Handsome Return.

Daily regularity repays you 100% in the way of health and efficiency, and this can be ensured by the occasional use, when necessary, of Pinkettes, the gentle little liver and intestinal regulators. By banishing the chief cause of sick headaches, bilious attacks, liverishness, ill-smelling breath and pimply skin Pinkettes keep you "in the pink" of condition. Chemists everywhere sell them, or post free, at 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kings Road, Shanghai.

PINKETTES

LAXATIVE PERFECTION
KEEP YOU WELL

This spirit, courage, or determination cannot be acquired in the class rooms but on the playing fields where, by co-operation and team work, defeat often turns into victory while selfishness and conceit cannot find a footing. It is said that "the Battle of Waterloo was won on the playing fields of Eton" which shows what great value is set on the training of a public school in England.

With the Chinese similar ideas of manhood are taught in their books. If one would go carefully into the Chinese classics he would find them all there. But the lack of a practical training to put their ideas into execution renders the teaching almost a dead letter. It is this very spirit of practical action that we hope to see in our youths, so that they may, on attaining such spirit, show to the world what the old Chinese traditions and civilization really are.

Government Thanked.
We thank the Government heartily for granting this magnificent site for the development of the School and your Excellency for giving all the facilities and encouragement which enable the Building Committee to proceed with the Building Scheme. We are most honoured by your Excellency's performing the laying of the Foundation Stone. We feel sure that under your auspices the success of St. Stephen's is assured. (Applause).

His Excellency was presented by Yeung Sze-keung, the Senior Prefect, with a scroll of Chinese poems composed by students of the College in honour of the occasion. Then accepting a silver trowel and blackwood mallet from the Building Committee, His Excellency proceeded to perform the ceremony of laying the foundation stone of the New building, saying as he did so: I declare this stone well and truly laid.

The inscription on the stone reads as follows:—"To the Glory of God this stone is laid by H.E. Sir Cecil Clementi, K.C.M.G., LL.D., M.A. Governor of Hongkong, April 27, 1928."

His Excellency was assisted by Mr. L. G. Bird, representing the architects, Messrs. Palmer and Turner and by Mr. Lam Woo the contractor.

A short dedicatory prayer was offered up by the Rev. Tsang Kin-rok and by the Very Rev. Dean Swann.

His Excellency's Speech.
H.E. the Governor said:—"The experiment which begins here to-day is not only full of interest, but will, I venture to hope, mark the beginning of a new era in educational enterprise in Hongkong and perhaps in China. We are attempting nothing less than to found in this Colony a public school after the model of those in the United Kingdom. Great among the glories of Great Britain are her public schools; and, if we in the Far East can catch something of the spirit which inspires those wonderful foundations, give it body, substance and reality in our midst, and successfully foster its growth, we shall have won a great triumph in the cause of education."

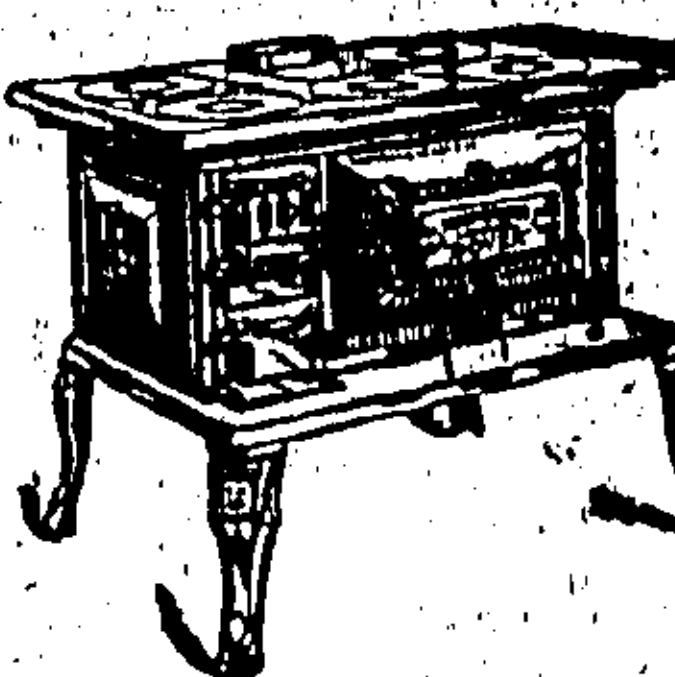
(Continued on Page 14.)



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3. On slow speed, they provide slow air circulation and prevent discomfort and fatigue in over-warm or poorly ventilated rooms.

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Branch 7, Beaconsfield Arcade.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary, HONGKONG ENGINEERING CONSTRUCTION CO., LTD. St. George's Building, Hongkong.

TELEPHONE CENTRAL 4581. (two lines)

MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 31B, Top Floor, Wyndham St. Hongkong.



Reiss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldgs,

Tel. C. 677

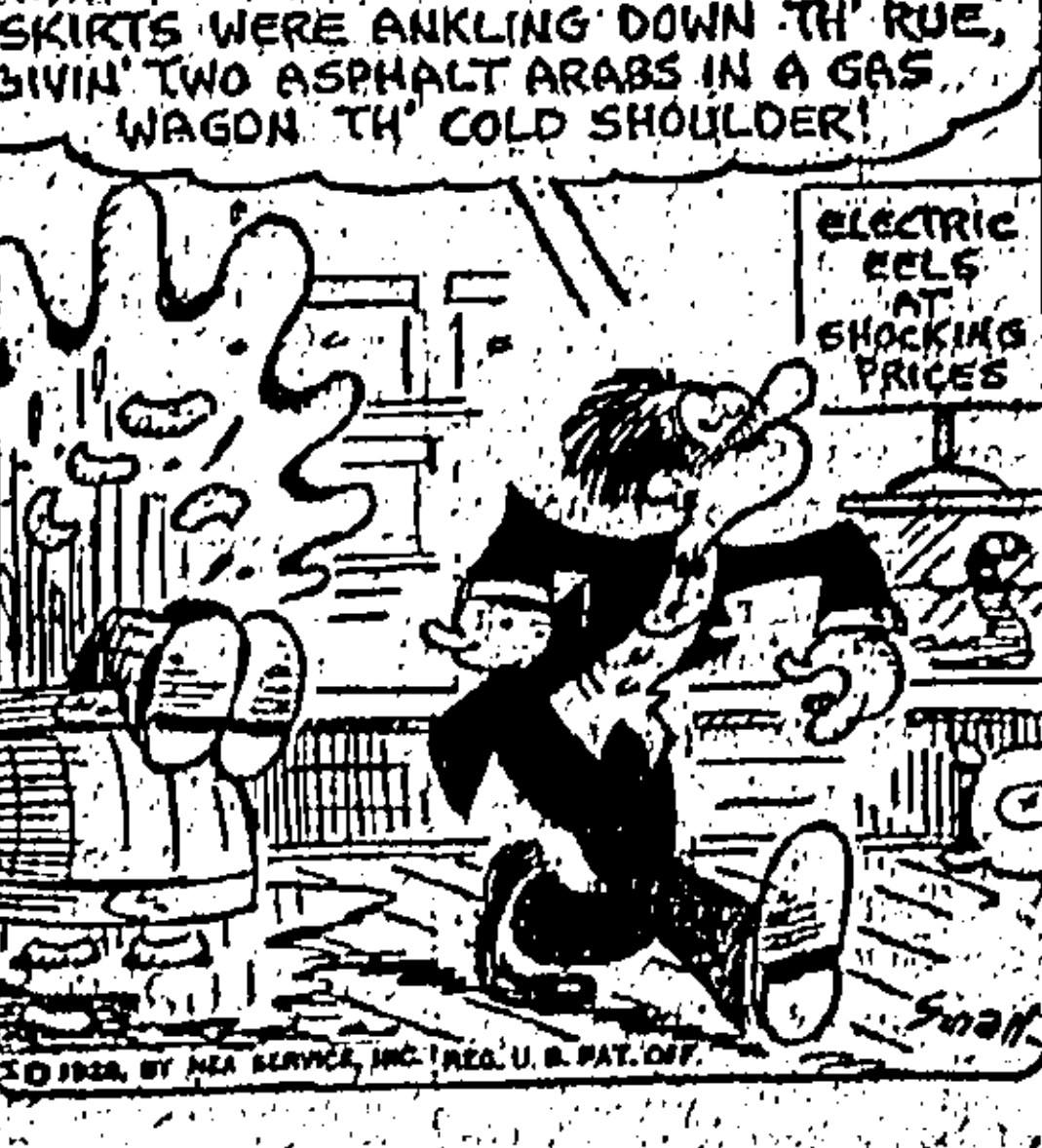
In any climate



Children thrive well if nourished by SCOTT'S Emulsion which enriches the blood and prevents childhood ailments. Ask for

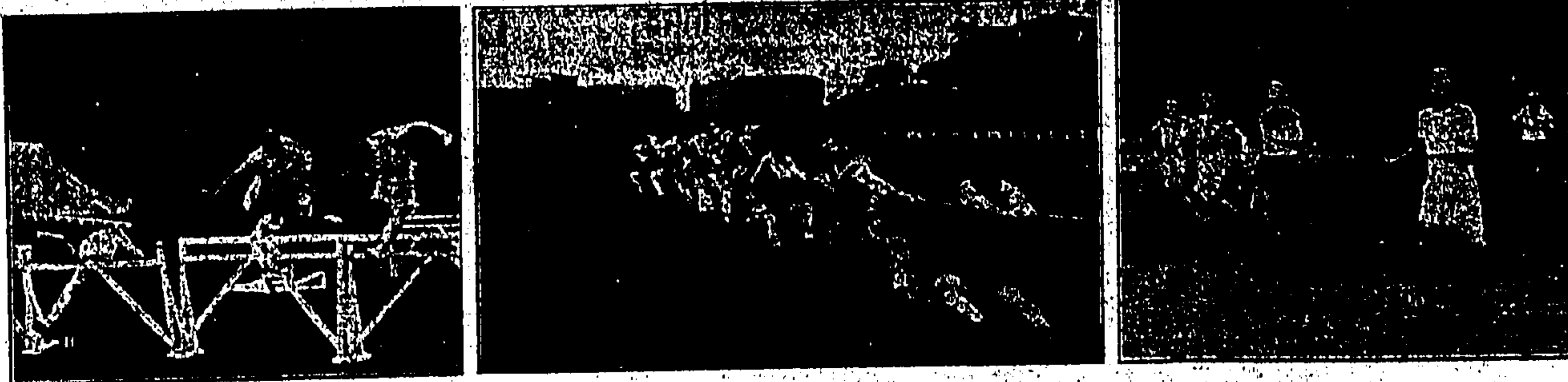
SCOTT'S Emulsion

SALESMAN SAM

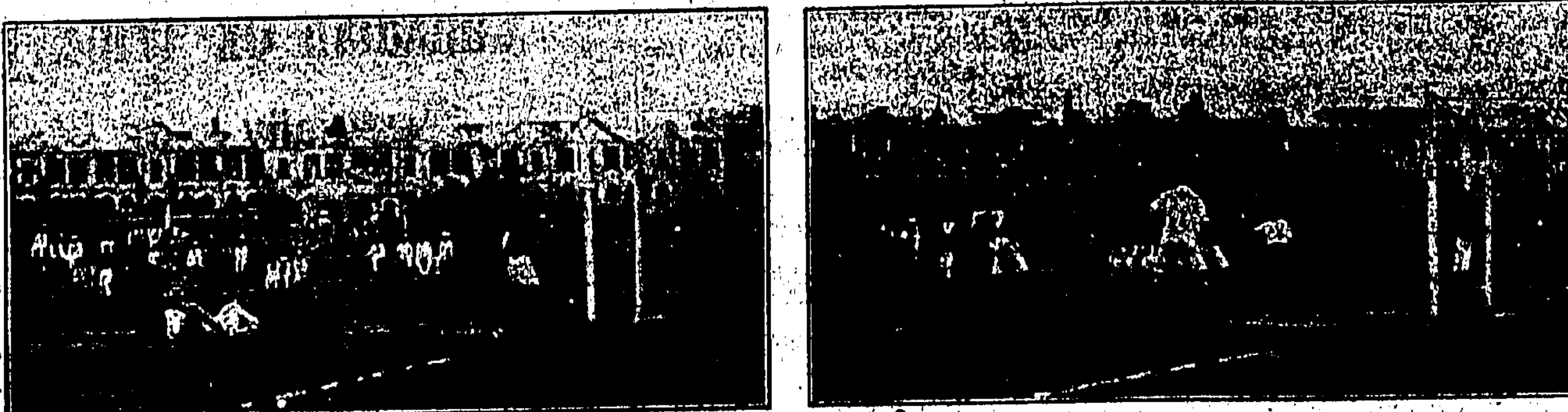


Enlightened!

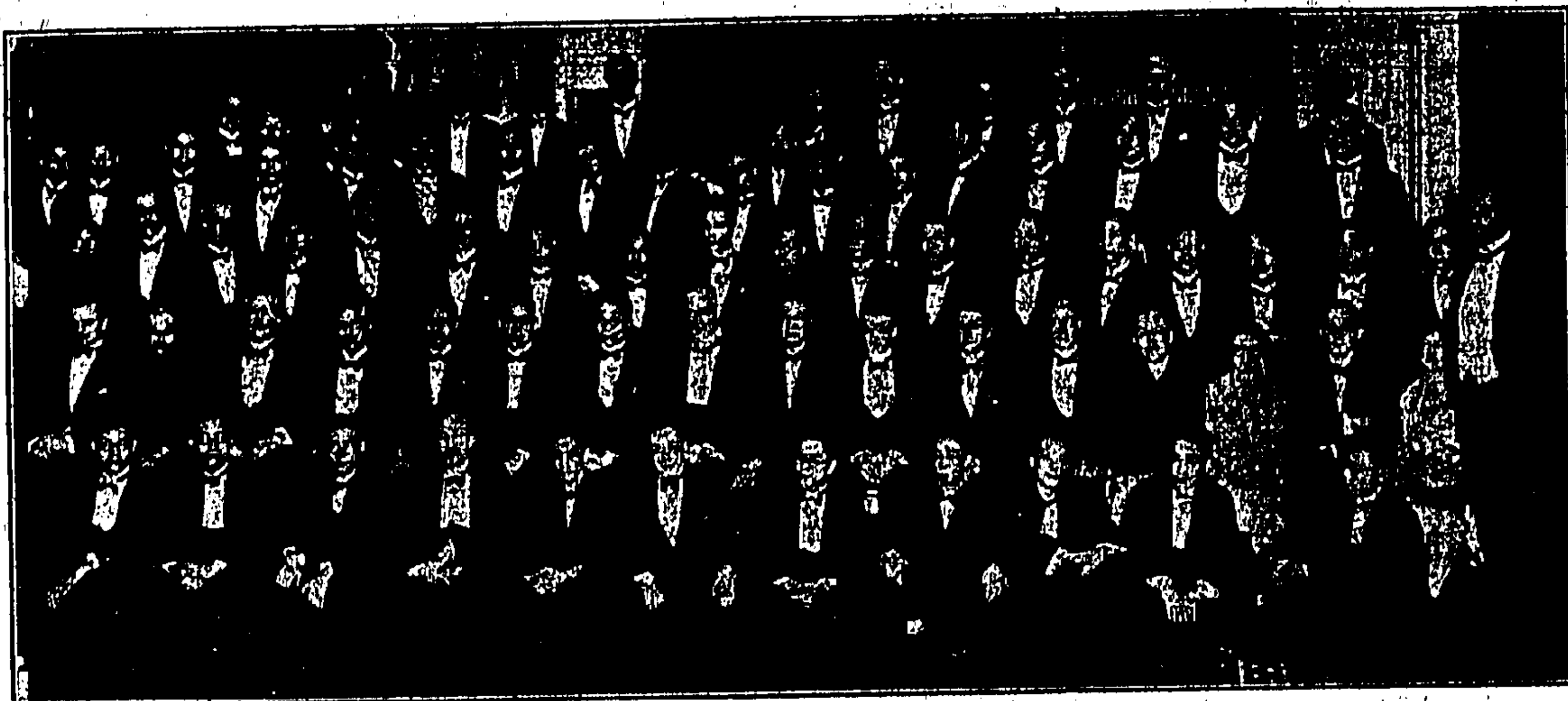
By Small



Pictures taken at the R. A. Sports at Sookunpoo on Friday last week. On the left is seen the hurdles, one of the competitors having met with a slight accident; in the centre is the winning tug-of-war team; while on the right is seen the finish of the 100 yards. (Photos: Mee Cheung).



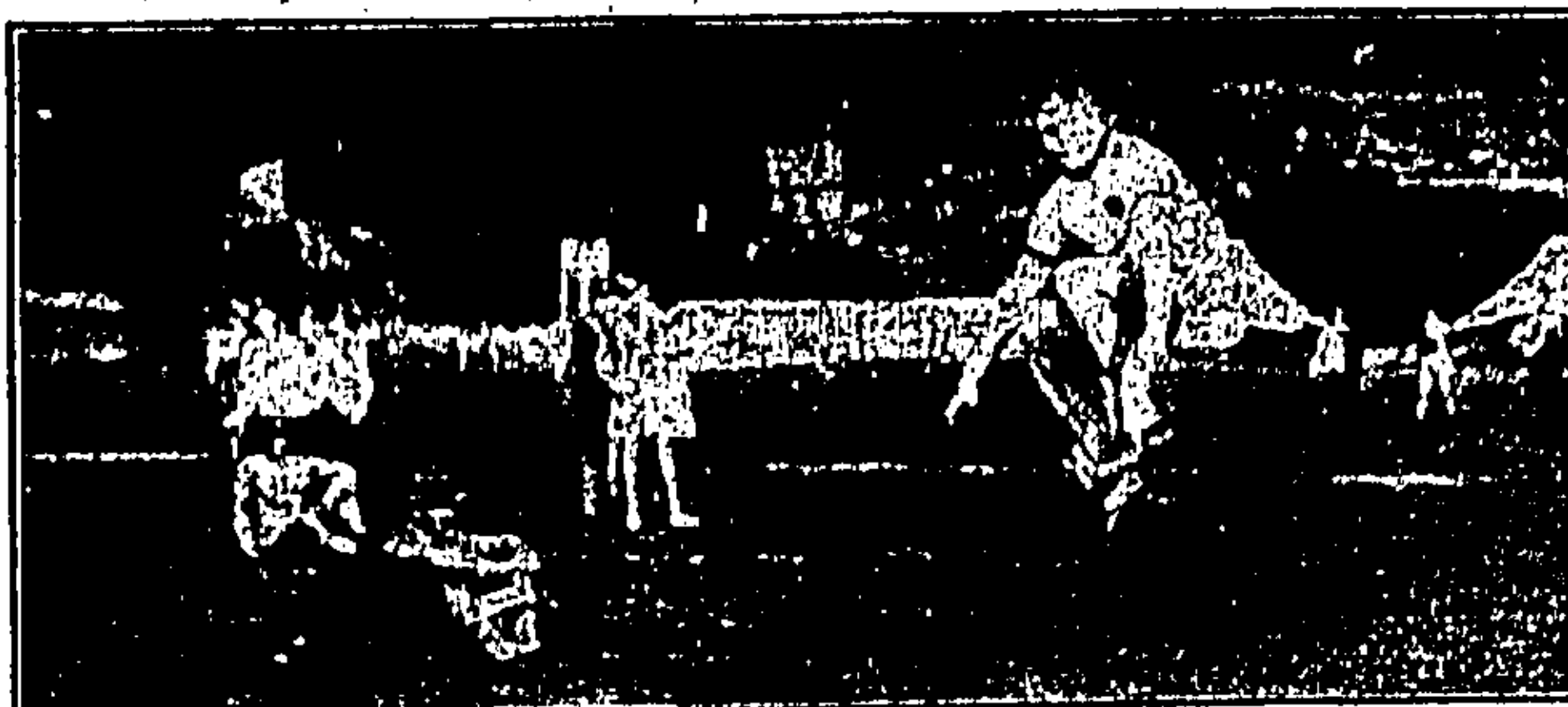
Striking snapshots of the final of the Lai Wah Cup Competition, which was won by the Civilians against the Army, by five goals to three. On the right, one of the Civilians' goals is seen, just as the ball entered the net. On the left is pictured an exciting scrum, from which a further goal accrued. (Photos: Welcome Studio).



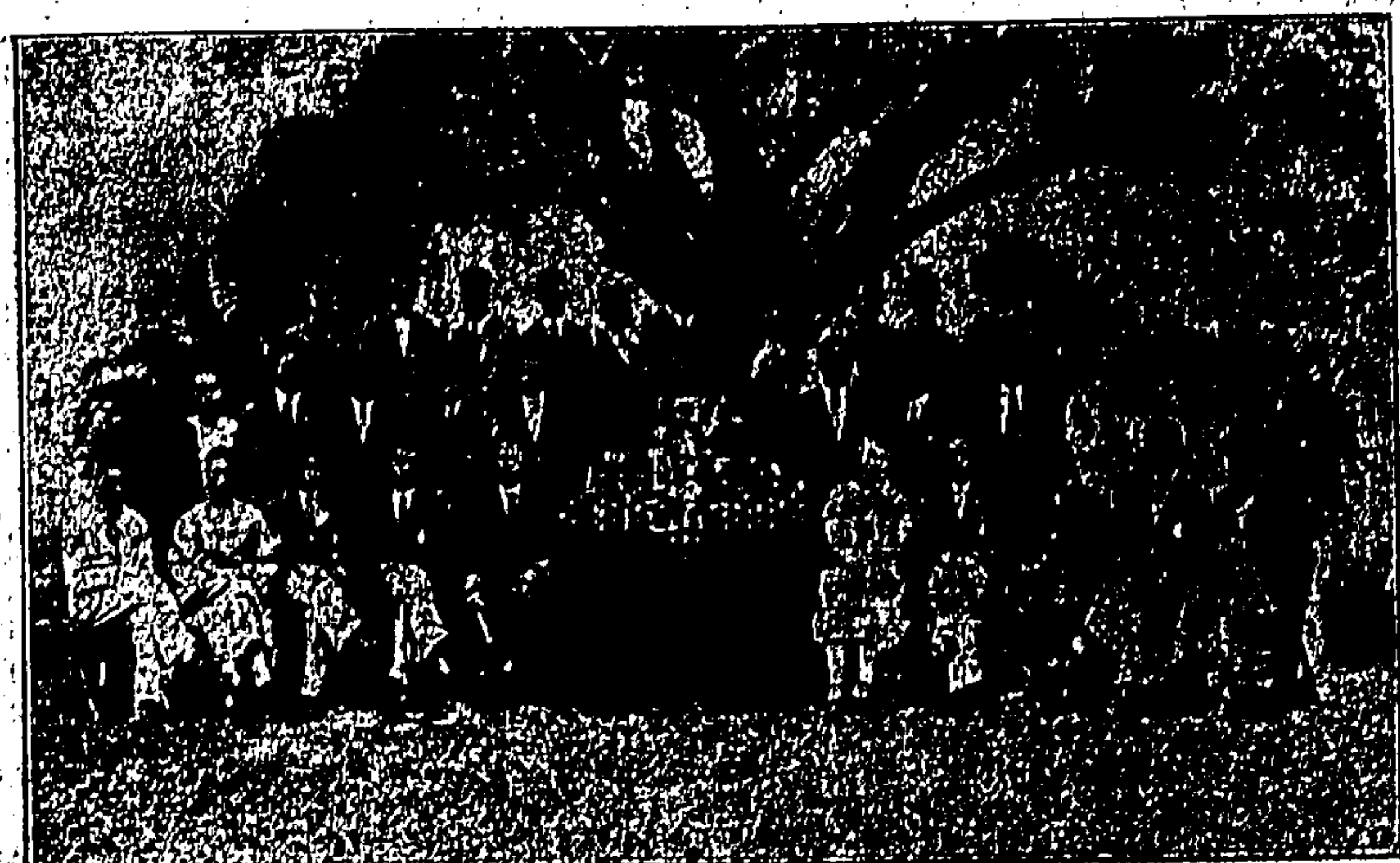
Group taken at the fraternal dinner given by the Hongkong Chinese Medical Association to European members of the profession last Saturday. H. E. the Governor is seen seated in the centre. (Photo: A. Fong).



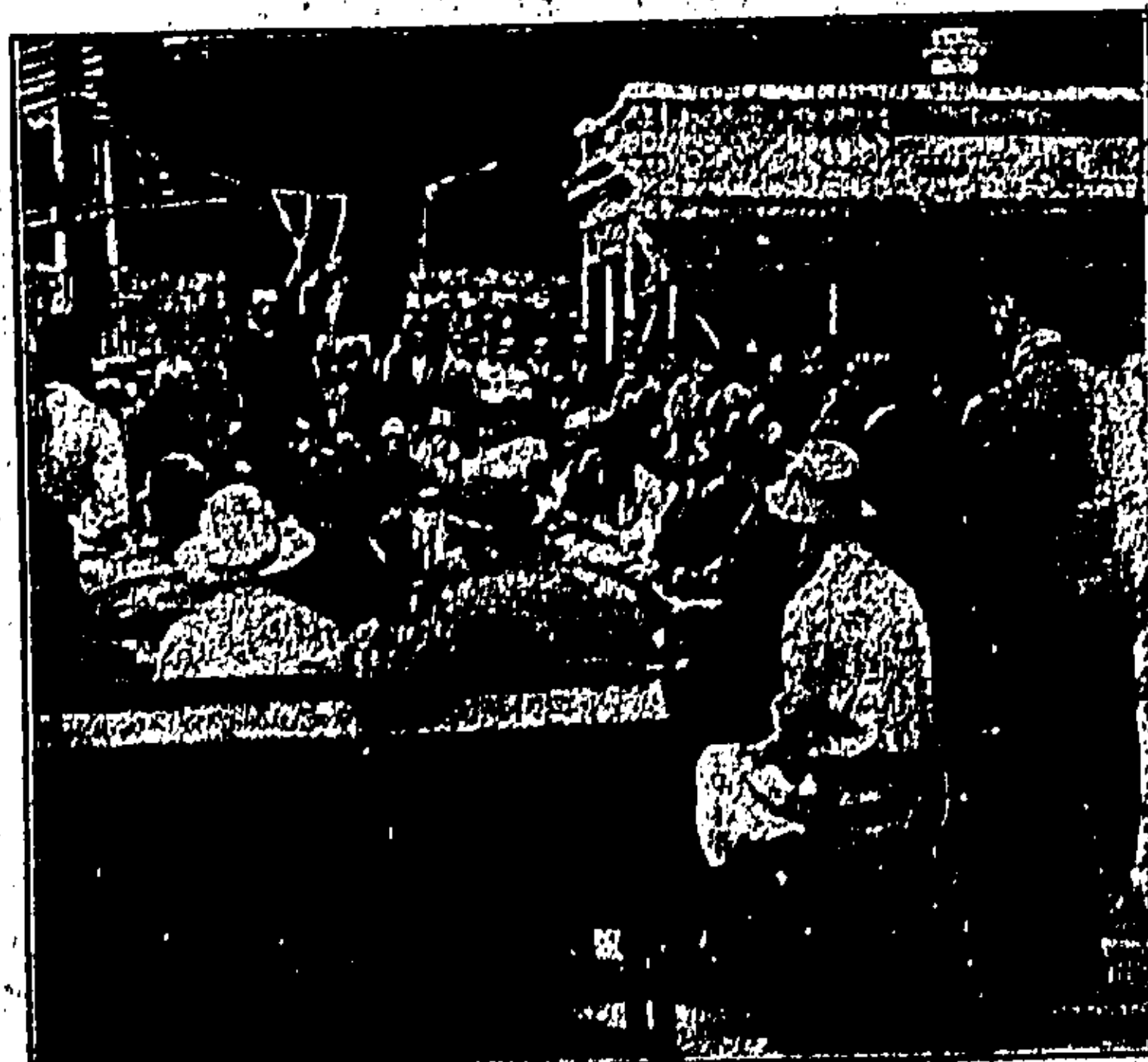
Group taken at the wedding at Union Church, on Saturday, of Mr. W. Lumden and Miss McKelvie. (Photo: Ming Yuen).



The long jump and putting the weight competitions at the South Command military sports at Sookunpoo on Wednesday. (Photos: Mee Cheung).



Students of St. Stephen's College, with the Rev. E. W. L. and Mrs. Martin, are seen above with some of their sporting trophies. (Photo: Mee Cheung).



Taken at the laying of a foundation stone for the new wing at Morrison Hall, Hongkong University. (Photo: Mee Cheung).

Cool and Comfortable



B. V. D. SLEEPING SUITS

Shorts sleeves. Knee length (as illustration). Made of B.V.D. white check cloth, light, absorbent and washes well. Cut on free and easy lines.

ALL SIZES FROM 34 TO 48 CHEST MEASUREMENT.

\$4.50 Per suit. Less 10% Discount for Cash.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd. ALEXANDRA BUILDING. DES VOEUX ROAD

SEASONABLE WINES

NIERSTEIN RIESLING,

HOCHHEIM Vintage 1922, LIEBFRAUMILCH SUPERIOR 1923, BERNCATELER ESTATE. from Deinhard and Co. Coblenz.

CALDBECK, MACGREGOR & CO., LTD. (Incorporated under the Hongkong Companies' Ordinances 1911-1915.) Prince's Building (Ground floor.) Ice House Street.



HONGKONG AND CHINA GAS CO., LTD.



Cool Comfortable Absorbent India Gauze Vest

We are noted throughout the East for these fine quality cotton garments. If you are looking for something cool with absolute comfort you'll do well to choose these.

Note our prices ... \$1.00 each Athletic Style (Sleeveless) and Trunk Drawers ... same price.

CALL AND INSPECT WHITEAWAY, LAIDLAW & CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 309, 301, 305, 306, 315
344, 355, 356

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

TUITION GIVEN.

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot, and Charleston. Special attention to stout Ladies who are desirous of regaining their youthful figure. Address:—31, Ashley Road, Ground Floor, Kowloon, (Back of Star Theatre).

TUITION WANTED.

FOREIGN GENTLEMAN requires English lessons. Please apply to Box No. 356, care of "Hongkong Telegraph."

WANTED.

A GERMAN GENTLEMAN requires Board and Lodging with English family. Peak or middle level preferred. Please reply to Box No. 356, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—Furnished rooms single or double with board. All modern sanitation. Apply 11, Chatham Road, Kowloon.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS TO LET—At Cambay Buildings, Nathan Road, Kowloon, No. 2, Top floor, (corner), No. 3, Ground floor, No. 4, Top floor. Apply to Kayamally and Co.

TO LET OR FOR SALE—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Deacons.

TO LET—No. 14, Knutsford Terrace, Kimberley Road, Kowloon, 5 rooms house & out-houses with tennis court & view of Harbour. Possession: 1st May, 1928. Apply Mr. See Koon Chi, Exchange Building, (8rd floor).

If you want good health Investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No Knife. Simply Poo On Chirase Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.
POO ON HERBS CO.
86, Queen's Road Central,
1st Floor.

NEW ADVERTISEMENTS.

G. R. NOTICE.

COLONIAL SECRETARY'S DEPARTMENT.

It is notified for general information that as from 30th April, 1928, and until the structural alterations to the present offices are completed the Colonial Secretariat will occupy the 3rd floor of the Banque de l'Indo-Chine, French Building, Queen's Road, E. R. HALLIFAX, Colonial Secretary. Hongkong, 27th April, 1928.

NOTICE.

I, the undersigned, have resigned from the China Cotton Silk Works, Limited on the 19th April, 1928, and joined the Foot Ease Hosiery Mill as their representative, on the 21st April, 1928.

JULIUS MARCUS.
Hongkong, April 28th, 1928.

IN THE MATTER OF THE COMPANIES ORDINANCES 1911 AND IN THE MATTER OF THE HONGKONG AND TERRITORIAL ESTATES LTD. (IN LIQUIDATION)

NOTICE IS HEREBY GIVEN that the Creditors of the above named company are required or before the Twenty Fifth day of May 1928, to send in their names and addresses and the particulars of their debts and claims, if any, to the undersigned at Messrs. Lowe, Bingham & Matthews Offices, Chartered Bank Building, 3 Queen's Road, Central, Victoria, Hongkong and if so required by notice in writing from the undersigned are to come in and prove their said debts and claims at such time and place as shall be specified in such notice or, in default thereof, they will be excluded from any distribution which may be made before such debts are proved.

Dated this 24th day of April, 1928.

JOHN FLEMING, C.A., A. RITCHIE, C.A., Liquidators.

G. R. NOTICE.

Particulars and Conditions of the Sale by Public Auction to be held on Monday, the 30th day of April, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Registry No.	Locality	Boundary Measurements	Containing	Approx. Area	Approx. Value
1	2111	At the junction of Nathan Road and Mong Kok Road	100 feet by 100 feet	100 sq. ft.	100 sq. ft.	\$25,000
2	2112	At the junction of Nathan Road and Mong Kok Road	100 feet by 100 feet	100 sq. ft.	100 sq. ft.	\$25,000

FOR SALE.

ONE COUPLED CORLISS VALVE ENGINE.

In good order and working condition. Diam of cylinders 16". Stroke 36". R.P.M. 78, 100 I.H.P. each engine.

Apply:—

THE HONGKONG ROPE MANUFACTURING CO., LTD.

FOR SALE—One Bathing Shed at Castle Peak Bay. Apply Box No. 357, care of "Hongkong Telegraph."

FOR SALE—Ibach Grand Piano Property of the Helena May Institute. For particulars, apply to the Secretary.

YOUR EYES WILL BE SAFEGUARDED against the Tropic Glare if you wear Sir William Crookes' anti-glare lenses. We have the original and genuine of English manufacture. Piano (without power) or to your own prescription. **LAZARUS the OPTICIAN.**

UNIVERSITY OF HONGKONG.

NOTICE.

Matriculation, Senior and Junior Local Examinations.

DECEMBER 1928.

Notice is hereby given that the above examinations will begin on Tuesday, November 13th, 1928. Forms of entry and copies of the Regulations and the Syllabus can be obtained on application to the Registrar.

Entry forms, duly filled in, should reach the Registrar, together with the statutory fees, on or before Monday, July 2nd, 1928. Fees shall be paid in accordance with the following scale:—

Matriculation & Senior Local Examinations . . . H.K.\$20

Junior Local Examination . . . H.K.\$12

Candidates offering more than five subjects in the Matriculation, Senior and Junior Local Examinations will be charged an additional fee of \$1 for each subject so offered.

An additional fee of \$5 will be charged for each of the following subjects:—Foreign Languages other than French and Portuguese; Higher Mathematics; Hygiene and Physiology.

The following scholarships, further particulars of which may be obtained from the Registrar, will be awarded on the results of the Matriculation and Local Examinations:—

(1) Two King Edward VII Scholarships of the value of \$40 per annum, open to British subjects only.

(2) One Hongkong Government Educational Scholarship, open to Girl candidates from Hongkong Schools.

(3) One Hongkong Government Educational Scholarship, open to Boy candidates from Hongkong Schools.

(4) Four Hongkong Government Studentships-in-Training, open to candidates from Hongkong Schools.

(5) Four Montargis French Prizes—two of the value of \$50 each for Matriculation and Senior candidates, and two of the value of \$25 each for Junior candidates.

Bound copies of Examination Question Papers, set at past Examinations, may be obtained from the Registrar at \$1. per set.

W. B. FENNIGAN,
Registrar.
Hongkong, 23rd April, 1928.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-seventh Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Thursday, the 17th May, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1927.

The Share Register and Transfer Books will be closed from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.
Hongkong, 26th April, 1928.

MACAO RACES.

DRAFT Programmes and Entry Forms for the Eighth Extra Race Meeting to be held on Sunday, 13th May, 1928, (weather permitting) may be obtained from the I.R.R.C. Macao, Causeway Bay Stables and Rotor Advertising Co., Exchange Building.

Entries close at Macao, 2.30 p.m., Thursday, 3rd May.



T. NAKAO

Japanese Shoe Expert.
PORTOISE SHELL BOXES AND CASES A SPECIALITY.
Hongkong Hotel Building,
Queen's Road Central.

CHURCH NOTICES.

To-morrow the Third Sunday After Easter.

LOCAL SERVICES.

St. John's Cathedral, Hongkong.
29th April, 1928. Third Sunday after Easter. Holy Communion, 8 a.m. Military Service, 9.15 a.m. Children's Service, 10.15 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: Rev. N. V. Halward. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Everlasting Punishment." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall—7, Duddell Street. Sunday night, April 29th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "THE BIBLE MILLENIUM" or (Are these millions now living that will never die?) You are invited.

NOTICE.

This is to advise that from the 24th inst., Mr. Julius Marcus no longer represents our Company.

(Signed) **CHINA COTTON & SILK WORKS LTD.**
(Incorporated under the Companies Ordinances of Hongkong.)

CHINA AUCTION ROOMS.

If you have anything you would like to sell, exchange or advertise send it to the **CHINA AUCTION ROOM.**

E. V. M. R. de SOUSA.

Palmer's Shipbuilding and Iron Company, Hebburn, recently launched the oil tanker *Catamobio*, which had been built in 52 working days for the Venezuela Gulf Oil Refining Company. Sir Joseph Isherwood, representing the owners, congratulated the Company on their fine performance, in regard to which other builders had expressed doubts.

POPULAR DANCE RECORDS

No.	Record	(Fox Trot)
6204	My Blue Heaven	"
	Tell Me Little Daisy	"
6325	Among My Souvenirs	"
	Cobble-Stones	"
6324	Together We Two	"
	Did You Mean It	"
6083	Doll Dance	"
	What Do I Care	"
6111	Russian Lullaby	(Waltz)
	Dawn of To-morrow	"
6248	(Here Am I Broken Hearted)	(Fox Trot)
	No Wonder I'm Happy	"

Kowloon Music Store
Kowloon Hotel Building
KOWLOON

THE Welcome EXPERT OUTDOOR PHOTOGRAPHERS.

QUICKEST SERVICE

IN
DEVELOPING, PRINTING,
AND
ENLARGING.

(Official Photographers)
To The
"Hongkong Telegraph"

Address:
ICE HOUSE STREET.
(BEHIND HONGKONG
(ELECTRIC CO. SHOWROOM)

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY**, the 30th April, 1928, commencing at 5.15 p.m. At their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

including:—
British Colonials, Hongkong, Cape Transvaal, Mauritius, Bahamas, etc., etc.

Catalogues will be issued.

On View from Saturday, the 28th April, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **TUESDAY**, the 1st May, 1928, commencing at 11 a.m. at their Sales Room, Duddell Street.

85 Pieces White Cotton Drill.

1 Sack Flour.

26 Colls Lead Covered Electric Wire.

1 Case "Star" Can Openers.

and

A Quantity of Motor Spare Parts and Miscellaneous Goods.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **WEDNESDAY**, the 2nd May, 1928, commencing at 10.30 a.m., at Godown No. 18, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon

A Quantity of Miscellaneous Goods.

Comprising:—

Sulphur, Gum Arabic, Tea, Anchor, Flour, Angle Iron, Empty Glass Bottles, Flat and Square and Round Iron, Flat Steel Bars, Old Chain, Sulphate of Ammonia, Hemp, Plate Cuttings, Sardines, Canvas, Cement, Old Gunny Bags, Sodium Sulphide, Galvanised Sheets, Dried Coconut, Hoop Iron, Rivets, Tin Plates, Paper, Boiler Soda, Wine, Beer, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, April 26, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **THURSDAY**, the 3rd May, 1928, commencing at 11 a.m., at No. 6, and Top Floor of No. 9, Knutsford Terrace, Kimberley Road, Kowloon

A Quantity of Valuable Household Furniture.

Comprising:—

Teak Hatstands, Chesterfield Couch and Chairs, Teak Chest of Drawers, Teak Book Cases, Teak Wardrobes, Teak Dressing Tables, Teak Bedsteads, Marble Top Washstands, Curtains, Pictures, Brasses, Ornaments, Carpets, etc., etc.

Also

Enamelled Baths.

Catalogues will be issued.

On view from Wednesday, the 2nd May, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, April 26, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **THURSDAY**, the 3rd May, 1928, at 3 o'clock p.m., at Kowloon Island Lot No. 1537, Ma Tau Kok, Kowloon

1 Hut, Length 51 Feet, Breadth 18 Feet and Height to Eaves 8 Feet.

6 Stables, Length 145 Feet, Breadth 30 Feet, Height to Eaves 8 Feet.

2 Litter Sheds, Length 33 Feet, Breadth 21 Feet, Height to Eaves 10 Feet.

2 Hay Stores, Length 20 Feet, Breadth 15 Feet, Height to Eaves 10 Feet.

For Further Particulars apply to the Undersigned.

Terms:—As Customary.

LAMMERT BROS., Auctioneers.

Hongkong, April 26, 1928.

Dairy Farm News

TWO POPULAR LINES

Just received by the "Russia"

Fresh Herrings

Canadian Ox Tripe.

Specially nice

The Dairy Farm Ice & Cold Storage Co., Ltd.

The BATTLES OF CORONEL AND FALKLAND ISLANDS



Over 35 ships and 40,000 men
H.M. THE KING SAW THE PICTURE AND PRAISED IT.

A great and profoundly moving drama.

COMING TO THE **QUEEN'S** WEDNESDAY to SATURDAY Usual Times And Prices.

Enhancing Beauty!

Clothes when properly dry cleaned and properly pressed do go a long way in adding to natural beauty. You'll like our odourless process and our work in general.



THE INTERNATIONAL DRY CLEANING & DYEING CO.

19, Wyndham Street, 145, Wong Nei Chung Road, 56, Nathan Road, Hongkong, Happy Valley, Kowloon.

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollinger's Crude Oil Engines Marine, Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser. King's Building, Top Floor.

Telephone Central 4422, Telegraphic Address "FARSEEING"

BELA KUN ARRESTED.

AN ACTIVE BOLSHEVIST.

Vienna, Apr. 27.
Bela Kun, who was at the head of the short-lived communist government of Hungary in 1919, has been arrested here. Bela Kun arrived from Russia on

a political mission and took an office under the name of a business firm where he and his Hungarian party friends could meet. Measures are being taken to arrest his accomplices. He will be charged with being a member of a secret society and returning to the country contrary to an order prohibiting him from doing so.

JUST ARRIVED

FINEST SELECTION
OF BEST

TENNIS RACKETS

SLAZENGER'S

"Primoris"
"Anderson"
"Egm"
"Meteor"

SPALDING'S

"Gold Medal"
"Balmoral"
"Vantage"
"Claremont"

CALIFORNIA

"Challenge Cup."

Model "A."

Model "B."

"Berkeley."

"Bear."

1928

SLAZENGER'S & SPALDING'S
TENNIS BALLS.

THE SINCERE Co., Ltd.

Best Brand in the Market.

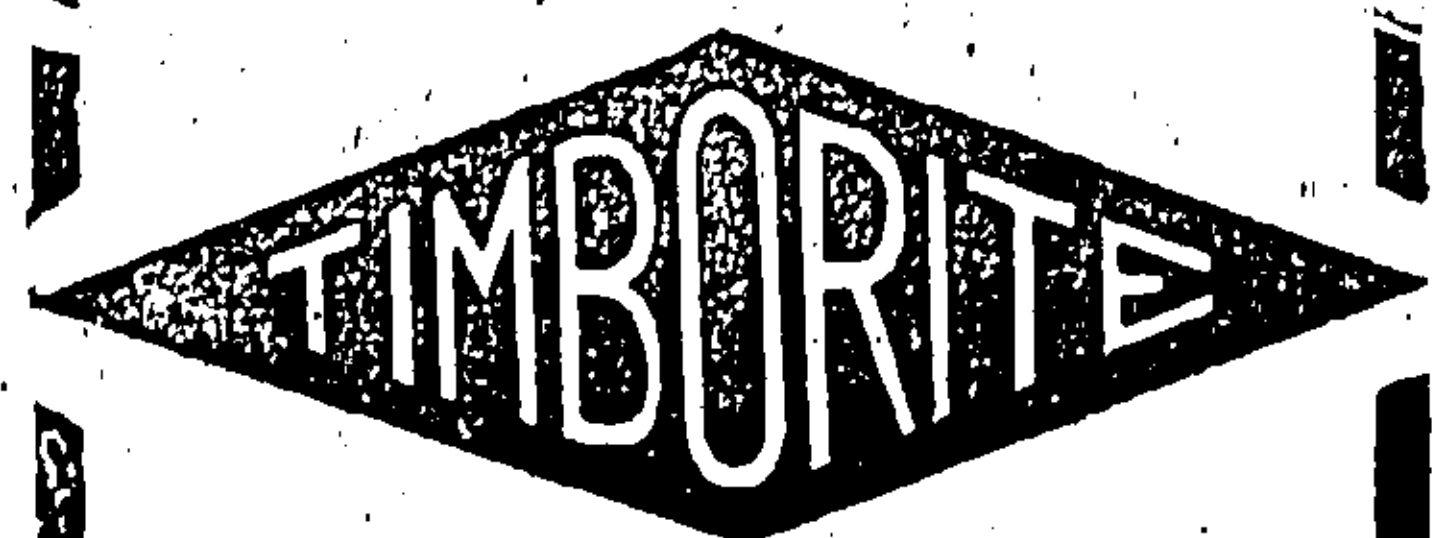
NEW

AX-BEER

This beer makes you more Cheerful and
Vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

Preserve and decorate the Woodwork
of your House
withWOOD PRESERVATIVE AND
STAIN COMBINEDIN
THREE SHADES OF BROWNSTOPS Dry Rot, Decay and
Destruction by White AntsTint Cards and Information from
Agents:S. C. LAY & CO.
Alexandra Building—Telephone C. 763.WILKINSON, HEYWOOD & CLARK,
Shanghai. Hongkong.EARTH BORN BY
ACCIDENT.DR. BARNES AND LIFE ON
OTHER PLANETS.

FUTURE OF RELIGION.

The Bishop of Birmingham, Dr. Barnes, preached a sermon in Westminster Abbey recently on "The Changing Setting of the Christian Faith." He took as his text:

The bricks are fallen, but we will build with hewn stone; the sycamores are cut down, but we will change them into cedars.

"We have gradually begun to get familiar with the idea that man has been upon this earth for about a million years," said Dr. Barnes. "For nineteenth of that time sub-human, or primitive types of homo sapiens maintained a precarious existence, of which we had discovered remarkably few records."

Age of the Earth.

"Experts state that life probably made its appearance upon the earth some five hundred millions years ago; and the age of the earth itself, and the time it was ejected from the sun in some cataclysmic upheaval, is at least twice that vast stretch of time."

"As a result of recent inquiry our sun has fallen into its neither significant nor exceptional place in a great island Universe of some thirty thousand million stars."

"Space—outside—this—immense—Universe of ours is not empty; it seems to swarm with other island universes which appear in our telescopes as spiral nebulae. According to the American astronomer Hubble there are millions of millions of such nebulae in the depths of space."

"The astrophysicist believes that our planetary system was produced by the chance that some wandering star came near and tore great tides out of our sun. The earth is thus a result of a somewhat rare accident. Of planetary systems there were possibly some hundreds of thousands, and most of them must be older, some far older than our own. Add to this that the stars of our Universe were built to pattern; they were formed of the same materials as our sun and were of much the same mass, the conclusion followed almost inevitably that in our Universe there were many other planets bearing life, and on most of them life had developed further, sometimes incredibly further, than on this earth."

Men Like Gods.

"It was at least possible that in our own island Universe—to say nothing of the millions of millions of similar Universes scattered through space—there were numerous planets where beings existed vastly superior in intellectual power and spiritual understanding to ourselves."

"Cosmic radiation, whose source appears to be the annihilation of matter, was to-day a source of keen interest to every physicist. Who knows but that, if we could analyse it by instruments of suitably delicate precision, we might find in its waves carrying messages across the depths of space from beings who had learned to produce energy by annihilating matter and to whom our wireless is a commonplace of an almost forgotten past."

"The beginnings of civilisation, of the use of the brain to conquer the blind forces of nature, only became definite some twenty or thirty thousand years ago. Man's intellectual, and still more his moral and spiritual faculties had been developing markedly for a time which was but a fragment of the period which had elapsed since he sprang from some ape-like stock."

The Question of Ritual.

Explaining why he chose to speak of the revolutionary changes in outlook which were altering the background of religious thinking, Dr. Barnes said he did it because

the day emphasised the splendid simplicity of the Gospel setting.

Christ's experience of God as the Father who could be reached by prayer and inward search remained a type of the highest religious experience of mankind. On the other hand, God, as Christ revealed him, was not to be caajoled by any form of ritual magic. His intense sympathy with nature, His love of flowers, animals, and birds gave a spiritual quality to our own growing sense of oneness with other forms of life. His indifference to sacerdotal ritual was absolute, like that of the modern man of science. All the elaborations and mystifications of primitive or degenerate religion were quite foreign to His spirit. God showed His power and wisdom in nature and revealed His presence within the soul; such was Christ's creed; such was the creed of many outside our Churches who were inspired by Christ to-day.

It was often difficult—sometimes of a difficulty that dismayed—to reconcile the God without and the God within. In some realm other than the physical Universe the meaning and the end of its life history of any race of spiritual beings must be sought.

To-day we needed to refashion both dogma and worship by joining the spiritual intuition of Jesus to the understanding of the Universe created by modern science.

The Message Needed.

Men and women were everywhere asking that religious teachers should give a message which, as it is often put, should be like "simple and up-to-date." For instance, an instinct that any acceptable revision of the Prayer Book should satisfy this demand made the majority of our people impatient with the proposals that emerged from private compromise. "Our Church," concluded Dr. Barnes, "will never win the educated world until it discards obsolete formulae and conquers the conservative and obstinate superstition which exists within itself. If we fail so to purify our own body, some other group of followers of Christ will take the place to which we ought to aspire and will lead the van of religious progress in the new age."

At the festival dinner at the Mansion House, in aid of the appeal for £50,000 from the Prince of Wales's General Hospital, it was stated that the Lord Mayor had allocated £100 given him by the King of Afghanistan. Altogether nearly £2,000 was raised.

LAI WAH CUP TEAMS BEFORE THE MATCH.



A group showing the Army and Civilian-Lai Wah Cup final teams. The Civilians won by 5 goals to 3, after a most remarkable game. (Photo: Welcome Studio).



Established Favourites

Huntley & Palmers Marie Biscuits should find a welcome wherever biscuits are enjoyed—so thoroughly acceptable are they at any time.

Delicately sweetened, crisp, light, they are favourites of which one never tires.

Every biscuit is stamped with Huntley & Palmers name.

HUNTLEY & PALMERS
MARIE BISCUITS

Always ask for Huntley & Palmers Biscuits,
and take care that you get them.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

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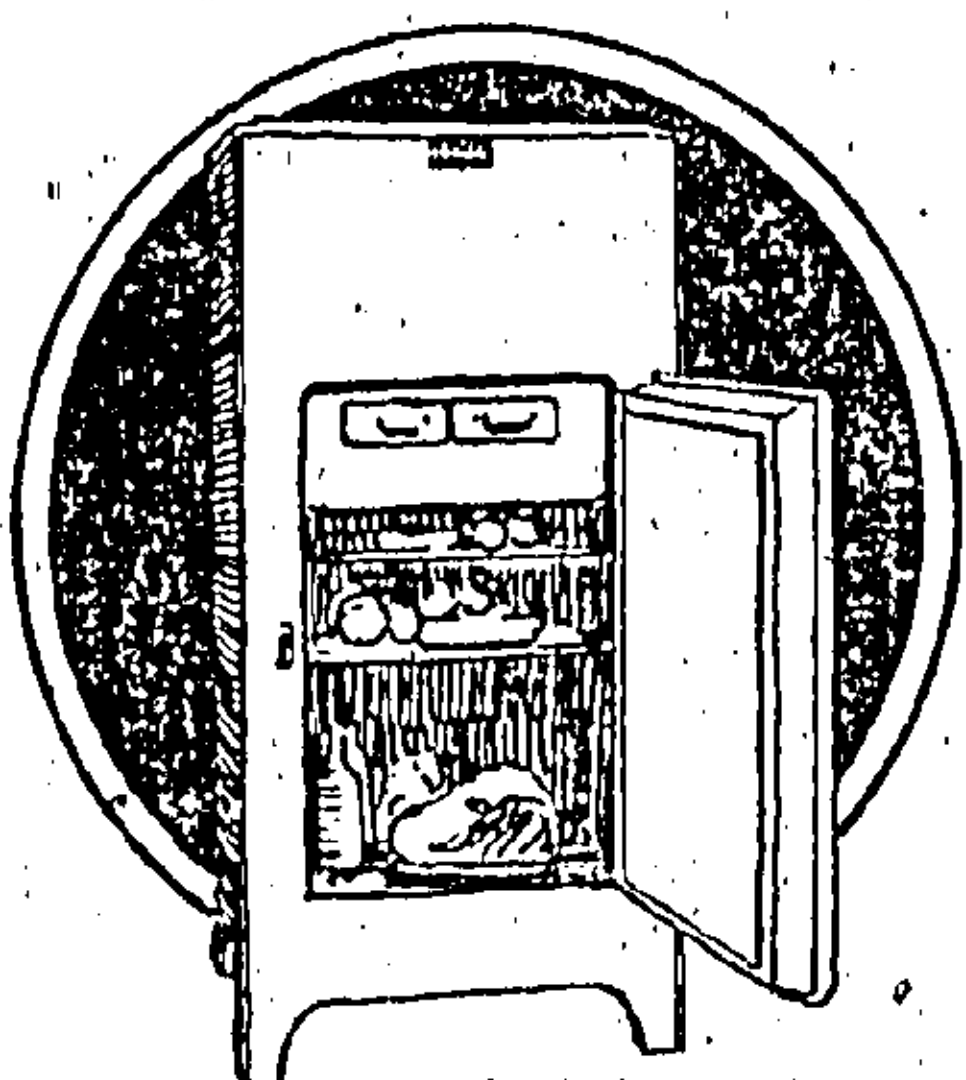
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SEIZED HOUSE COMEDY.

CLAIMANT TO FIGHT WITH
CROWBAR.

AN INJUNCTION.

London, Mar. 28.
Surprise followed surprise at Brixton yesterday, where Mr. William Adrian Allery, the 84-year-old claimant to the £80,000,000 Angell Estate in South London, further entrenched himself at 180, Brixton-road, the old house which he seized in such dramatic circumstances on Monday.

Armed with a crowbar, he declared that he will "hold out," but meanwhile the law has been set in motion.

High Court writs to obtain possession were issued at the instance of the Ecclesiastical Commissioners during the morning. On two occasions men unsuccessfully attempted to serve these writs on Mr. Allery and Mr. Bowes, his "chief-of-staff." Later in the afternoon, however, a young woman called at "No. 180," and while Mr. Allery was courteously removing his bowler hat to welcome her, she handed him a writ. She also served one on Mr. Bowes.

Warning Notice.

The upshot of this was that Mr. Justice Russell granted an injunction restraining the two men from soliciting or interfering with the tenants on the estate.

Earlier in the day the house-breakers were ordered to take the roof off Mr. Allery's "G.H.O." as a first step towards demolition. When Mr. Bowes heard of this he immediately sent for his "chief," who was said to be resting in the country.

Just before lunch Mr. Allery returned and, arming himself with a crowbar, announced from the front door steps his intention of fighting to the bitter end.

Excitement ran high when a large notice to the tenants was put up in the garden of the house on behalf of the Ecclesiastical Commissioners. This read:

Ecclesiastical Commissioners for England.

Brixton Estate: A Warning to Tenants.

The claim of Mr. Allery to any part of the Ecclesiastical Commissioners' Brixton estate is simply foolishness. Do not be misled to pay or give your rents to him or to Mr. Bowes, or to anyone on his behalf. It will be money thrown away, as you must continue to pay your rents to the Commissioners' agents, Messrs. Clutton, 195, Brixton-road.

Mr. Allery will not attempt to take proceedings against any of you. If he should be so foolish the Commissioners will defend you in any such proceedings.—(Signed) S.E. Downing, Secretary of the Ecclesiastical Commission, No. 1, Millbank, S.W.

This notice was in answer to a poster pasted up on a wall of the house by Mr. Allery announcing that tenants on the estate who paid their rent to him would receive a rebate of 25 per cent.

Things reached their climax late in the afternoon when Mr. Allery tore down the notice of the Ecclesiastical Commissioners and stamped on it with considerable ceremony. He then retired into the house with his crowbar, and barricaded himself in.

"My men and I will hold out," he shouted to a *Morning Post* representative through the window.

Mr. Allery left the house soon after 7 last night, and at a late hour had not returned.

Rivals in the Field.

Mr. Allery does not appear to be alone in his claim to the estate, for several other claimants appeared on the scene during the day. One was an elderly woman, who refused to be interviewed, and another was an elderly grey-haired man who said that his name was John Angell. He claimed to be a direct descendant on the male side of "the original John Angell, landlord of the estate."

"My grandfather, John Angell," he said, "fought at Waterloo under Wellington," and he produced a Waterloo medal.

Another rival was Charles Stockwell, who declared that he was a descendant of "the original Charles C. Stockwell of the Estate."

The *Morning Post* Plymouth Correspondent, telegraphing last night, stated that a claimant has come forward in that town in the person of Mr. A. C. Manuel, of Stroud Park-road. He bases his claim on the statement that he is a direct descendant of Joseph Manuel, who nearly 250 years ago married Margaret Angell.

A copy of the marriage particulars which is recorded in the register at Blosworth Church, Dorset, is in the claimant's possession. Mr. Manuel's grandfather is stated to have spent hundreds of pounds in trying to prove that Margaret Angell came from the



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Angell family in question, but in the end he gave up the quest, and there the matter rested for many years.

Now, however, Mr. Manuel will possibly resume the search for the missing link which he claims will make him the rightful heir to the estate.

Terms of the Injunction.
The application for an injunction on behalf of the Ecclesiastical

Commissioners was made by Mr. Archer, K.C., before Mr. Justice Russell in the Chancery Division. "There is not the slightest doubt, according to the evidence," counsel said, "that any claim to these estates is wholly without foundation."

Mr. Archer said he realised that on an ex parte motion he could not get an order for the ejection of the defendants.

Mr. Justice Russell granted an injunction over to-morrow: restraining Mr. Allery and Mr. Bowes from soliciting or interfering with the tenants of the Commissioners, or from making any representations to them to induce them not to pay their rent to the Commissioners, and gave the Commissioners leave to serve short notice of motion on them for hearing to-morrow.

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Spreads quickly, polishes easily, produces a high, long-lasting gloss and leaves a hard, glossy, antiseptic surface. A more brilliant and lasting polish can be obtained with a Johnson Electric Floor Polisher which can be hired or bought at your neighborhood store.



Johnson's Wax is for sale at all grocers, hardware and lending stores.

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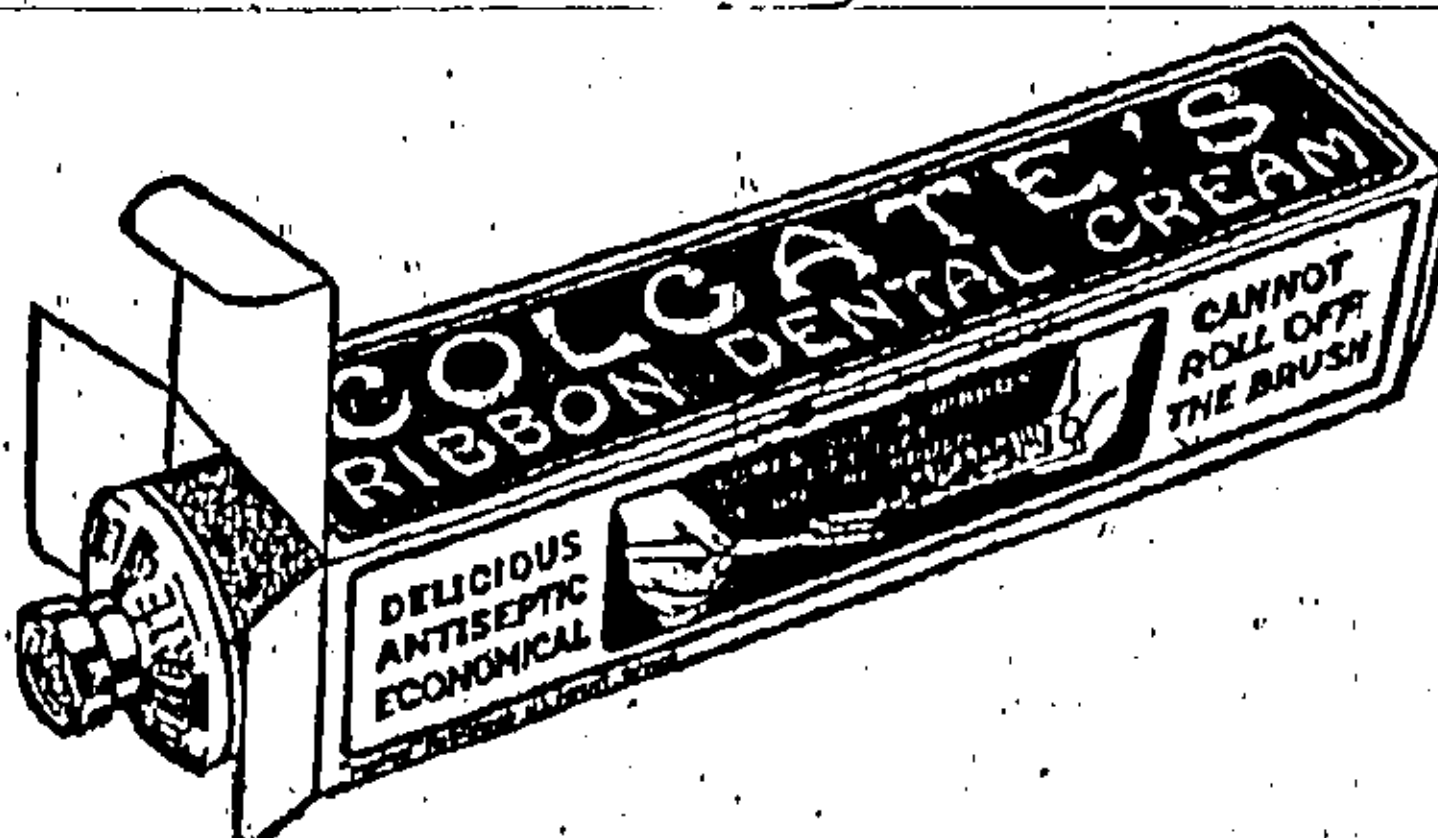
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ART EXHIBITION AT KOMOR'S.

A notable example of the fine work of Koszko, R.A., which is now to be seen in the art gallery at Messrs. Komor and Komor. The subject is "A Street in Cairo" and the outstanding feature of the picture is the wonderful light effects. It is a delightful work of art.

On Monday next, the annual Spring Exhibition of Japanese pictures opens at Messrs. Komor and Komor's salon, St. George's Building, and it is no exaggeration to say that the collection which will be on display and for sale is one of the finest ever to come to Hongkong. The exhibition has recently been on exhibition in Tokyo from where it has been sent direct to Hongkong, and it is representative of the highest in modern Japanese art.

An outstanding feature is the big collection of pastels by Fukata, who has only recently come to the fore and who has already been acknowledged one of Japan's leading artists. His treatment of delicate lights and shades is little short of exquisite, albeit there are also some bold, heavily-coloured and striking studies. The whole of his exhibition has been sent down suitably framed, ready for

hanging. The average cost of the pictures is from \$30 to \$38 each, complete, and it would be hard for one to imagine a more acceptable present or a more beautiful purchase. The pictures are of suitable size for any room. In the large collection of water colours there are works by such well-known men as Yamamoto, Kano, Kobayashi, Terauchi and Miyake, the last-named having sent some wonderful studies of his famous temple views and studies—gorgeously coloured. Tanaka has also sent a large collection, costing only from \$3 to \$5 each and Nakayama has included some charming studies of figures from life at a variety of prices which run as low as \$3. Messrs. Komor's salon will most certainly be crowded on the opening and following days.

The exhibition is open for ten days only from 9 a.m. to 5 p.m.

CO-OPERATION BENEFITS.

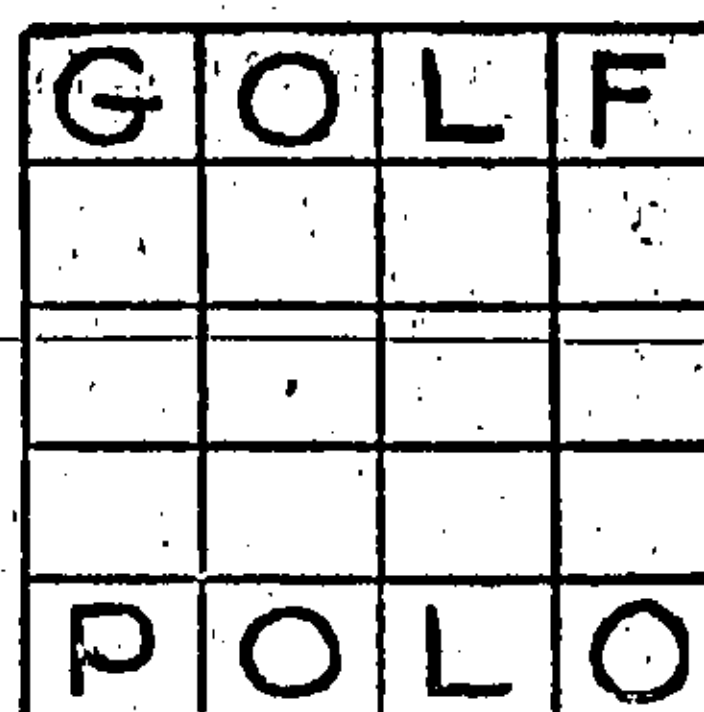
WHAT IT HAS DONE IN THE STRAITS.

Singapore, Apr. 27.
Speaking at a banquet given by the Chinese community in his honour Mr. Ormsby-Gore said that the intimate co-operation between the British and Chinese colonists in this territory was one of the outstanding features of the world's history. He hoped that co-operation would redound in the future to the consolidation of peace in Asia. He stressed the importance of greater co-operation in Malaya and Ceylon in dealing with problems of agriculture, science, health, and education.—*Reuter.*

Three months ago the representative of an important English bank was robbed in Berlin while conducting negotiations at the offices of the Steel Trust. An arrest has been made at Munich in connexion with this robbery.

LETTER GOLF.

Polo is merely cavalry golf, so there isn't much difference, even in letter golf, between GOLF and POLO.



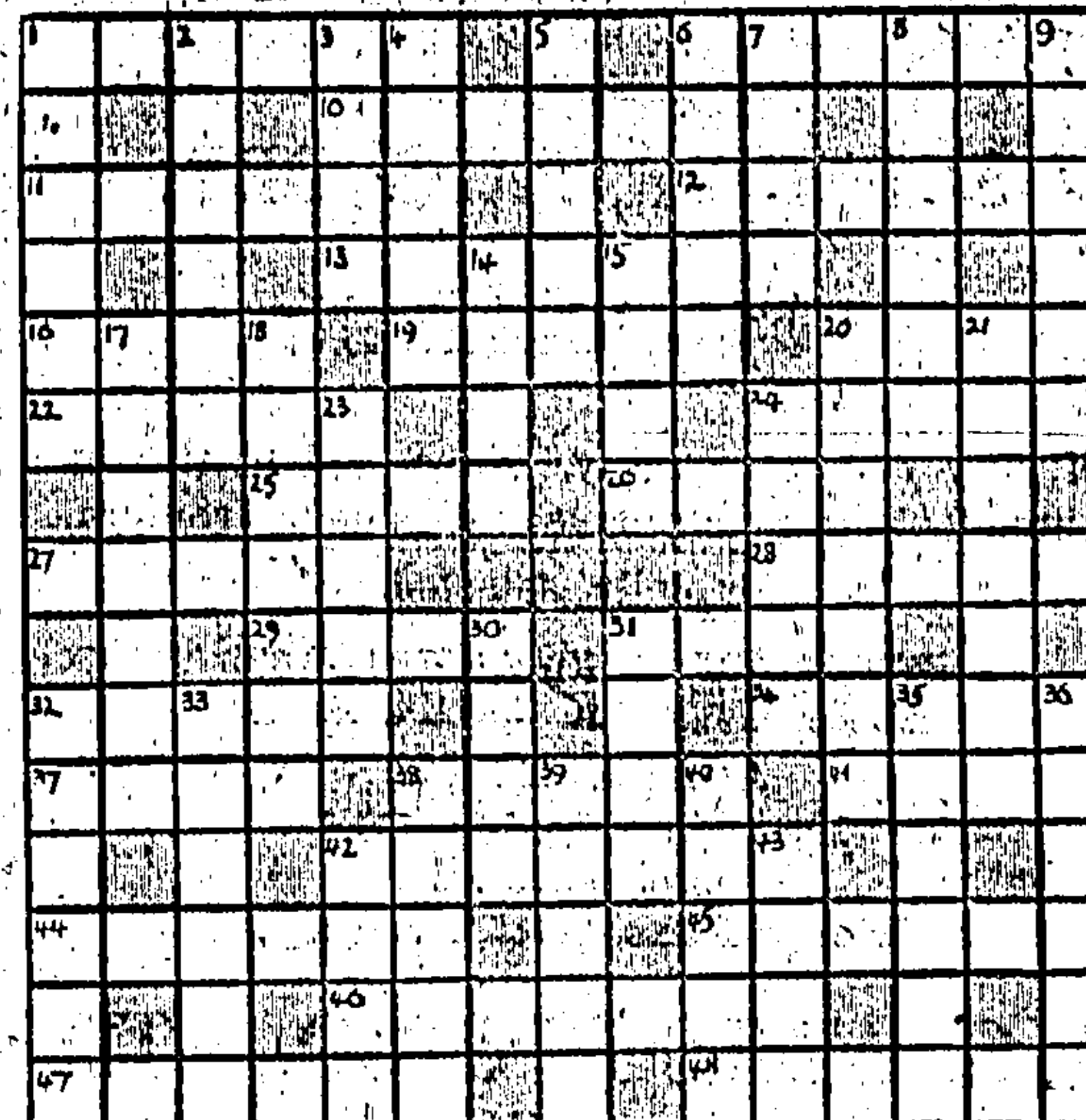
1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.

Across.

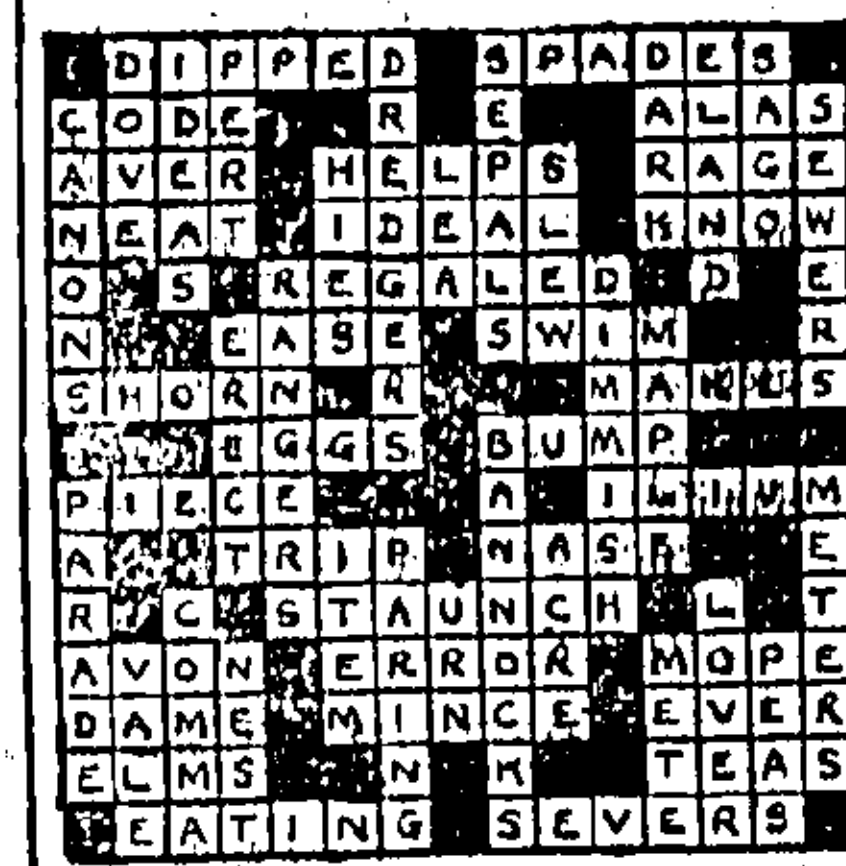
- 1 Musical instrument.
- 6 Sell without money.
- 10 One who treats with iodine.
- 11 Have recourse to.
- 12 Vegetable.
- 13 Specious proposition.
- 16 Pattern.
- 19 Having many roads.
- 20 Brisk.
- 22 Step.
- 24 Marine coelenterate animal.
- 25 Clever.
- 26 Provocative.
- 28 Tendon.
- 29 Scrup.
- 31 Square measure.
- 32 Pile of stones.
- 33 Very gay (mus).
- 37 Indian coin.
- 38 Work.
- 41 Chinese coin.
- 42 Stop.
- 44 Slowly and with grace (mus).
- 45 Parts of the mouth (Entom).
- 46 Guardian.
- 47 Bristly (Bot).
- 48 Red chalk.

Down.

- 1 Wheeling.
- 2 Make certain of.
- 3 Gasses.
- 4 Revolving part of motor.
- 5 Recess in wall.
- 6 Girl's name.
- 7 Plant.
- 8 Mender of kettles.
- 9 Reputation.

- 14 Enclosed.
- 15 Short descriptive poem.
- 17 Bird of bunting family.
- 18 Kind of wine.
- 20 Precious stone of yellowish green colour.
- 21 Blooming.
- 23 Dwell.
- 24 Broom.
- 26 Palm.
- 31 Uncommon.
- 32 Intrigues.
- 33 Complete.
- 35 Drink like a dog.
- 36 Poisons.
- 38 Ten millions (East India).
- 39 Stop (naut).
- 40 Go into.
- 42 Deep holes.
- 43 Woody plant.

Yesterday's Solution.

**TO-DAY'S FILMS.****THE COHENS AND KELLYS IN PARIS.**

Three excellent films are showing for the last time to-day—"The Cohens and Kellys in Paris" at the Queen's Theatre, "The Big Parade" at the World Theatre, and "Footloose Widows" at the Star Theatre.

"The Cohens and Kellys in Paris," a sequel to the now famous "Cohens and Kellys," is a comedy of the unending squabble between an Irish and a Jewish family, full of serious and laughable situations. George Sydney, J. Farrell MacDonald, Kate Price and Gertrude Astor head the excellent cast.

World Theatre.

"The Big Parade" is one of those pictures that can be seen again and again with interest. John Gilbert and Renee Adoree are the leading players in this great drama of war. It should be noted that "The Big Parade," owing to its exceptional length, is being shown at 2.3, 6.30 and 9.15 p.m. only.

Star Theatre.

Louise Fazenda and Jacqueline Logan are the leading players in "Footloose Widows," which concerns the laughable adventures of two young mannequins who make a bold bid for society in the hope of netting a millionaire husband apiece. Jason Robards, a new discovery among leading men, is the handsome hero.

GREAT NAVAL FILM.**THE BATTLES OF CORONEL AND FALKLAND.**

According to a special advertisement in this issue, the famous British naval film, "The Battles of Coronel and Falkland Islands" will be screened at the Queen's Theatre from Wednesday to Saturday of next week.

In the making of this picture no fewer than 38 ships were used, from the mighty Super-Dreadnought "Barham" down to a humble dockyard tug. Counting the crews of these and the dockyard hands at Portsmouth, Malta, etc., between 38,000 and 40,000 men were concerned in the production. Over 4,000 were actually employed by the producing company. On one occasion, 400 dockyard "males" came on the pay roll for all-night work at Portsmouth. The film has been seen by the King and Queen and has aroused the greatest interest wherever it has been shown.

Mr. H. G. Williams, Parliamentary Secretary to the Board of Trade stated in a Parliamentary answer that a provisional draft of the new regulations to control the sale of petrol from petrol pumps will shortly be published in order that the views of the various interests concerned may be considered before the final code is drawn up.

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Very Fine Old Tawny.

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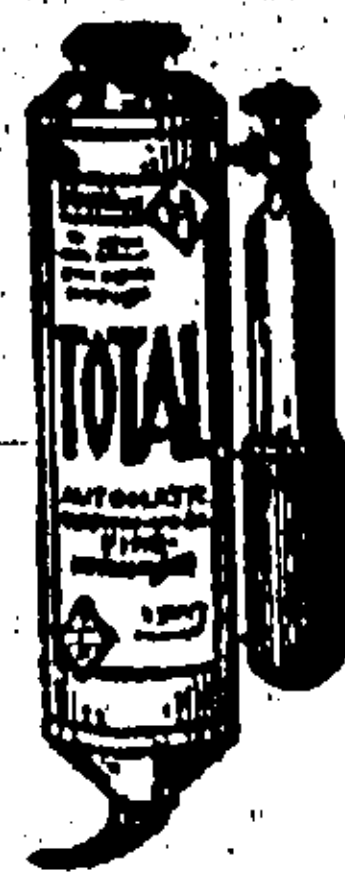
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16/19 CONNAUGHT ROAD, C.

The Hongkong Telegraph.

SATURDAY, APRIL 28, 1928.

BATHING FACILITIES.

The large section of the public which looks forward to the joys and benefits of summer bathing will, we have no doubt, commend the stand which Sir Henry Pollock took at last Thursday's meeting of the Legislative Council. The attitude which Sir Henry adopted was that the facilities promised at the previous meeting by the Government were in no sense adequate. With that view we entirely agree. It is also absurd to say that this bathing problem is one of transport. Given a sufficiency of accommodation, there will always be ample means of transport; private enterprise will see to that. To make the provision of bathing facilities contingent on transport is to put the cart before the horse. What possible good would the most elaborate system of transport be if those using it found, when they reached the seaside, that there were an insufficiency of matchsheds or cubicles?

We had an idea that if the Government opposed the request for more public accommodation for bathers, it would be because of the expense involved. But it now transpires that the main ground of objection is that there is not sufficient room either at Repulse Bay or at Stanley to permit of the full recommendations of the Bathing Beaches Committee being carried out. Like Sir Henry Pollock, we are intensely surprised that that argument should have been brought forward. It is in direct conflict with the data secured by the Bathing Beaches Committee. However, His Excellency the Governor is to investigate the matter personally, and nothing could be fairer than his promise that, if there is room for more public cubicles, he will be quite willing to have the proposals of the Committee carried out. On the question of the "pavilions," we rather think that the Government has been somewhat misled by the use of the term in visualising big, elaborate structures, whereas in point of fact all that Sir Henry Pollock meant, and all that the public desires, is a large matchshed both at Repulse Bay and at Stanley where bathers can sit in shade and comfort either before or after taking their dip. This certainly cannot be described as a "luxury," as Mr. Creasy suggested; such structures are essential, because it would be utterly unreasonable to expect

bathers to wait about in the hot sun until a cubicle happened to be vacant, and then, having had their swim, to dash off home again. On the ground of economy, the opposition is equally weak, as the expense would be by no means great.

The trouble with our best bathing beaches, of course, is that they are very largely monopolised by owners of private matchsheds. The consequence is that many hundreds of would-be bathers are denied the pleasures of regular bathing in the summer, simply because they cannot afford to put up their own sheds. It is to these people that the Government should give much more consideration than it does. Something can still be done by providing the extra accommodation for which Sir Henry Pollock pleads, but it might even be worth the Government's while in the case of the more congested beaches to cut down the number of private sheds as permits expire and thus add to the accommodation available for the public. Both these methods, however, can only be palliative in their effect; neither goes to the root of the problem. In the long run, the best method might be for the Government to let out to private enterprise, on long lease, the right to construct permanent bathing huts and charge reasonable rates for the use thereof. We have in mind some such scheme as we outlined a few years ago, whereby there would be long terraces of concrete structures, with a suitable space in front of each section for tea. Under such a system, parties could definitely book their accommodation beforehand, and for those who did not take their own tea, the Company holding the lease rights could make provision. Such a scheme, devised on good lines, could, we feel sure, be made a paying proposition to the lessees, even at charges which would be well within the ability of the ordinary resident to pay. Moreover, so far from incurring an expense to the Government, the latter would secure a regular source of income from the letting of the rights. We once again commend this to the authorities as the most satisfactory means of solving the whole problem.

Educational History.

Another page in the history of this Colony was written yesterday when Sir Cecil Clementi laid the foundation stone of the new premises of St. Stephen's College at Stanley Peninsula. The importance of the ceremony consisted not in the size or the magnificence of the edifice to be erected, but in the beginning of what His Excellency referred to as an experiment, a splendid venture of faith, an attempt to found in Hongkong a public school after the English model. It is an ambitious project, but a more worthy one in the cause of education is difficult to conceive. Many years will necessarily pass before the page can be embellished into a chapter. The early days will be fraught with difficulty. A great responsibility will rest with the first boys and their tutors, as they will be largely instrumental in setting the standard for the future. In their hands will be the making of the tradition of St. Stephen's, for it upon tradition built slowly, and carefully nurtured, that the success of the institution entirely depends. It is the spirit of the past which brings out the best in the boys of our English public schools, and if, by evidence of their love for St. Stephen's, the first pupils are able to inspire a semblance of that spirit in their successors, they will be able to look back with justifiable pride to the part they played in the building of a new and better system of education in Hongkong. A more suitable site than Stanley for the purpose to which the building of the new premises are dedicated, could not be found in Hongkong. Every facility for sport is present, practically ready-made, while the district is one of the most beautiful in the Colony. We trust that St. Stephen's College meets with the success its enterprise deserves.

A train from Grimsby to Manchester crashed into and shattered the closed gates of Pasture street Crossing, Grimsby, recently. Fortunately there were no foot-passengers at what is usually a busy crossing.

DAY BY DAY.

MARRIAGE IS AN INSTITUTION WHERE ONE PERSON UNDERTAKES TO PROVIDE HAPPINESS FOR TWO.—
Madame Roland.

In the matter of the Hongkong Development Building and Saving Society, Ltd., a first dividend of \$30 per cent. has been declared.

The name of Mr. Richard Clithrow, of Messrs. A. S. Watson and Co., Ltd., has been added to the register of chemists and druggists.

The annual sports of the Cheung Chau Government School are to be held on Wednesday next. Mrs. A. C. Franklin is to distribute the prizes.

It is hereby notified that His Excellency the Governor has ordered that the birthday of His Majesty the King is to be kept on Monday, the 4th June.

A petition to reduce the capital of the Hongkong Trust Corporation, Ltd., from Rupees 100,000,000 to Rupees 60,000,000 is pending in the Supreme Court.

Tenders are being invited for the supply to the Hongkong Government of one steam launch or one motor launch; length about 55 feet, speed not less than nine knots. The price is not to exceed \$25,000.

Yesterday's return of notifiable diseases shows two cases of smallpox and one each of diphtheria and typhoid fever. The diphtheria case was British and the others Chinese.

Mrs. Instone Brower writes, in the absence of her husband, who is at Shekhi, stating that the action brought by Mr. L. E. Haynes against Mr. Brewster, in the Summary Court, was unconditionally withdrawn.

While riding in a ricksha along Bonham Road, near King's College, yesterday, Mr. C. Y. Wong was robbed of a handbag by a thief who stole up from behind. In the bag were a number of personal trifles, as well as over ten dollars.

It is notified that owing to alterations to the time ball tower at Kowloon the ball will not be raised after 1 p.m. to-day, until further notice. The time signals by lamps at 9 p.m. and the wireless time signals at 10 a.m. and 9 a.m. will be continued as usual.

A first and final dividend of \$3 per cent. has been declared in the matter of Chan Ying Chi, managing partner of the Wah On Cheung firm formerly, of No. 83, Connaught Road West, and of the Ki On Steamship Company, formerly carrying on business at the same address.

By kind permission of Lieut. Col. L. J. Comyn, C.M.G., D.S.O., and officers, the Band of the 2nd Battalion of the King's Own Scottish Borderers will play at the 9.20 performances in the Queen's Theatre to-morrow, on Monday and on Tuesday. A Scottish piper will provide "atmosphere" for the big feature film, "Annie Laurie," at all performances to-morrow and at the 5.10, 7.15 and 9.20 performances on Monday and Tuesday.

A passenger junk which sailed from Hongkong for Yeung Kow, on the 24th instant, collided with an incoming junk in Capsuimoon Pass and panic reigned among the passengers. A woman returning to her home in the country scrambled from her junk on to the other, but as it became apparent that there was no danger of any of the boats sinking, she returned to her own boat. She then discovered that a ratian basket, containing her personal effects, had been forced open, and money and other property amounting to \$34 had been stolen.

HEX RIVER TRAIN DISASTER.

SIX PASSENGERS KILLED AND THREE MISSING.

Cape Town, Apr. 27. Five persons, including a lady passenger, were killed and a number injured in the derailment of a passenger train from Johannesburg at the famous Hex River Pass, near Worcester, the scene of the disastrous wreck of a troop train in 1914, wherein many of the Kafrarian Rifles were killed.

The train was rounding a bad curve on a steep gradient when the dining car ran off the rails, dragging six coaches. A fire starting in the dining car setting the piled-up coaches ablaze.

A number of American doctors who were among a party of tourists from the Cunard Liner Franconia, whose train was held up by the disaster, assisted the injured.

The known casualties in the Hex River disaster are six killed and seven seriously injured. Three other passengers are missing.—
Reuter.

LETTERS FROM HONGKONG.

2.—Southward Bound from Home.

"Now if it's Admirals I don't mind, but Marines...."

The low but clear tones of the Hall Porter floated in to the lift to greet us on our descent. I am neither an Admiral nor Marine, so my interest in the remark was merely one of general humanity. It was one of those hotels where they charge you a lot but treat you with a certain tolerance. As for the Hall Porter, we parted on friendly terms and walked to the deck, where I made the last of a series of transport errors by asking the ruffian who brought our boxes from the hotel what the charge was.

"About three shillings," he said, with a wave of the hand worthy of an Italian at home. It was five minutes' walk and he had a small hand barrow.

Memo: between station and docks, don't try any fancy or simplified means of transport. Get your luggage to the boat by brute force, in a cab. It is cheaper in the end. If you employ a porter for the small things between hotel and quay, give him what you think fit, but don't ask. Here endeth the first lesson. *Experientia docet.* Knowledge, as well as charity, begins at home.

We crawl out of Southampton in thick driving rain, to save the harbour dues (there being a first-class gale blowing in the Channel), and pass steadily down the Solent while we go below to unpack "Sea-Joy" and Mothersill, with the unaccustomed feeling that these precautions will shortly be given an unwelcome test.

At dinner we assemble firmly in the saloon. Every seat is occupied; we smile confidently at one another. "Comfortable boat this, considering the weather." There is in truth very little movement; or perhaps we are after all, not such bad sailors. But Mary, with no fundamental delusions, has chosen a seat as close as possible to the doorway leading to her cabin.

A muffled grinding noise issues from some distant bulkhead. "What is that?" We took round at each other, but no explanation is forthcoming until H., the ever-ready Irishman at our table, offers—"Tis the helm wants a drop of oil." There seems to be a slight change in the motion of the boat, but no alarm bells sound to tell us that doom is near, so we accept his suggestion, and presently retire to our bunks and actually sleep, to a not unpleasant gentle rocking motion. Surely we must be quite good sailors.—Or is it the "Sea Joy"?

But morning brings disillusionment. "How far have we got, Steeward?" "Got?" He grins over the cup. "We've been anchored all night under the shelter of the Isle of Wight."

Three days followed with overcoats and rugs in a sheltered corner, while we thrust our nose cautiously into great patches of fog and the good ship rends her soul and ours with deep-throated heaves from the compressed-air horn. But there came a day when the blue sky burst upon us like a song, the sea

calmed down, and the saloon, hitherto a rather quiet place, immediately began to chatter like a rookery. Out on the port horizon we caught glimpses of a lovely land, the bare, rocky sierras of Spain behind Cape Finisterre. Lying in a haze of heat, they looked from a distance as if they could support no form of life. And yet patches along the coast resolved themselves through glasses into cottages, some in groups, others sitting lonely on the burnt slopes.

There is a feeling of relaxation, as an initiate, clinging grimly to health and doctrine might feel on passing the first stages of a strange rite. Sitting in the warm shade we can let our thoughts wander back and back. Some time—ever so long ago—we were in Wales in a small house on the grey hillsides. Outside was the rain, the soft, scented rain only to be found in Wales. We went over the enormous back and round grey head of the Colonel, whose large untidy finger traced out the features of our fate on the map.

"Along here...." this was all water when I knew it. I believe they've built deep water wharves along there now. Only sampans could come in. Now it's the Club and the Law Courts.... somewhere just there. And then there's Causeway Bay. They've made a road right across it I think. And the Happy Valley—you must go and see that.... It will be different, I expect—forty-five years ago—it is a long time....

"Kowloon peninsula? That's all a mud flat. Nothing much there. But further in there is the old Chinese city of Kowloon, where we used to go and play fan tan.... "Stoncutters Island that's called. It's where the gunners are marooned.... They get across sometimes I believe in sampans...."

"The Peak.... We levelled a site for a sanatorium up behind there. I didn't think it was a very good site. Very exposed. It was blown down afterwards in a typhoon."

When the rain cleared, we walked down the little grey slate village for more up-to-date information. Miss R. returned two months ago from Hongkong, where she had been a nurse in the Victoria Hospital. "A lovely place," was her verdict. "When you see the sunset over the harbour, or the lights shining in the water, think of me."

"The climate is not bad at all. Oh you can work—yes, all through the summer. Of course we had to...." she smiled.

Not much to go on, perhaps, but these are the foundations on which we build our visions as we face out to the unknown land. Is it China we are going to, or for our sins, a piece of Liverpool insecurely attached to the Celestial Republic? Shall we know the Chinese people in their homes, shall we be able to read behind their traditionally "in-scrutable" countenances, shall we find new friends, new ideas, new colours, new music, a new atmosphere amongst this oldest of living civilizations? Alas, I am not sure—even now....

CORRESPONDENCE.

Ferry Complaint.

[To the Editor, Hongkong Telegraph.]

Sir,—I am convinced that the majority of monthly ticket-holders of the Star Ferry Company are fully satisfied to see that the Company has employed a Britisher as an inspector. Mr. Beattie does his duty thoroughly, and I am surprised that such a mean attempt should have been made by a Kowloonite to get him out of his job.

"H.M.P." be a man, and sign your name to your letter.—Yours, etc.,
W. G. SIMPSON.

Kowloon, Apr. 27th, 1928.

EXCHANGE RATES.

London, Apr. 27.

Paris	124
New York	4.88 5/82
Brussels	84.93
Geneva	25.33
Amsterdam	12.10 1/2
Berlin	20.40
Milan	92.50
Stockholm	18.10
Copenhagen	18.24
Oslo	34.60 1/2
Vienna	164 1/2
Prague	193 1/2
Bombay	21.30
Calcutta	24
Madras	87 1/2
Athens	77 1/2
Bucharest	5.60 1/2
Rio	47.18 1/2
Buenos Aires	28.11 1/2
Singapore	1/5.31 1/2
Shanghai	2/0
Hongkong	1/11.18 1/2
Yokohama	28.11 1/2
Silver (spot)	28.11 1/2
Silver (forward)	28 1/2

British Wireless.

POEMS THAT LIVE.

"IN MEMORIAM."

Ring out wild bells to the wild sky,
The flying cloud, the frosty light;
The year is dying in the night;
Ring out, wild bells, and let him die.

Ring out the old, ring in the new,
Ring, happy bells, across the snow;
The year is going, let him go;
Ring out the false, ring in the true.

Ring out the grief that saps the mind,
For those that here we see no more;
Ring out the feud of rich and poor,
Ring in redress to all mankind.

Ring out a slowly dying cause,
And ancient forms of party strife;
Ring in the nobler modes of life,
With sweeter manners, purer laws.

Ring out the want, the care, the sin,
The faithless coldness of the times;
Ring out, ring out my mournful rhymes,
But ring the fuller minstrel in.

Ring out false pride in place and power,
Ring out the slander and the spite;
Ring in the love of truth and right,
Ring in the common love of good.

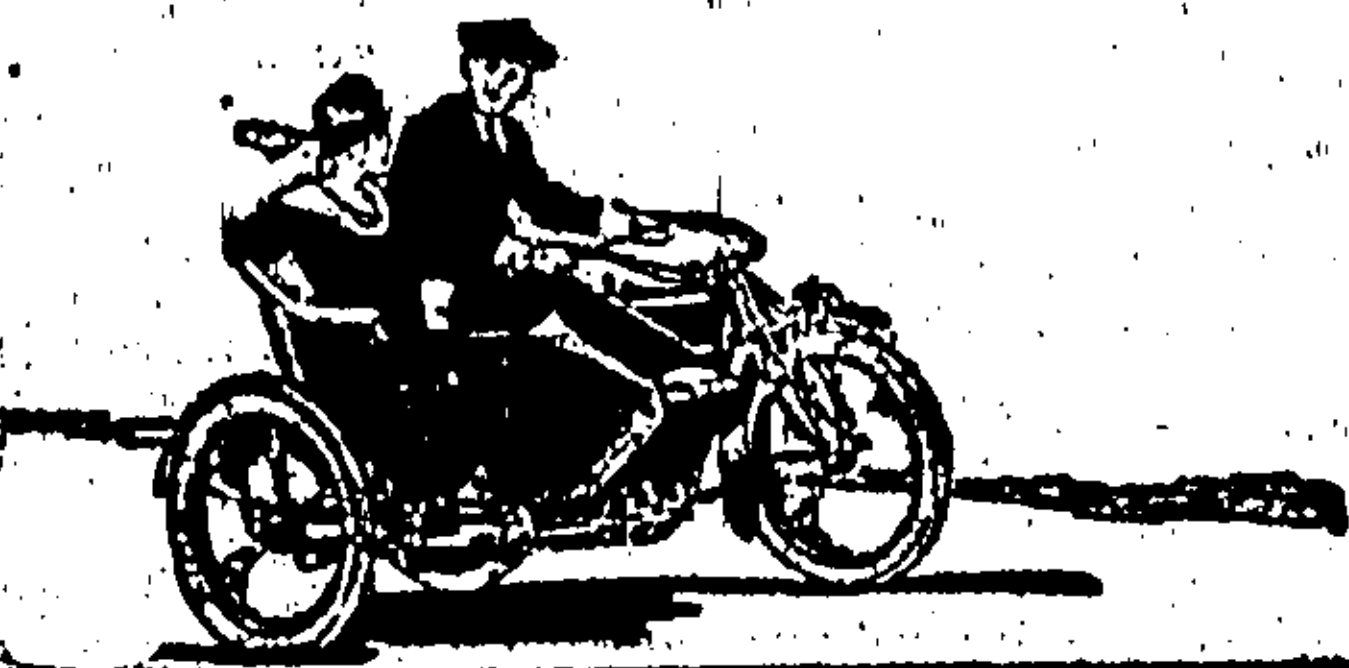
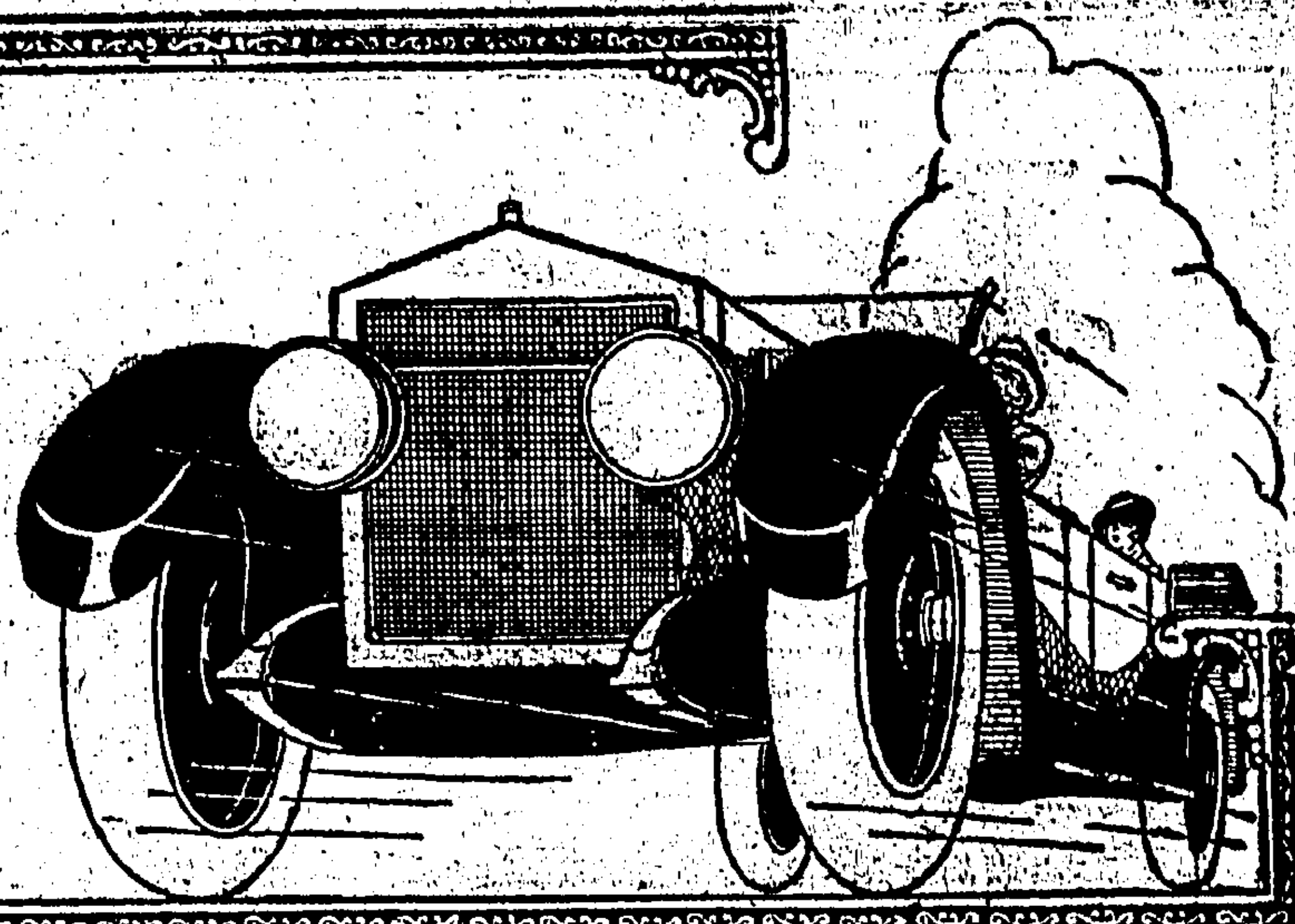
Ring out old shapes of foul disease;
Ring out the narrowing lust of gold;
Ring out the thousand wars of old,
Ring in the thousand years of peace.

Ring in the valiant man and free,
The larger heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be.

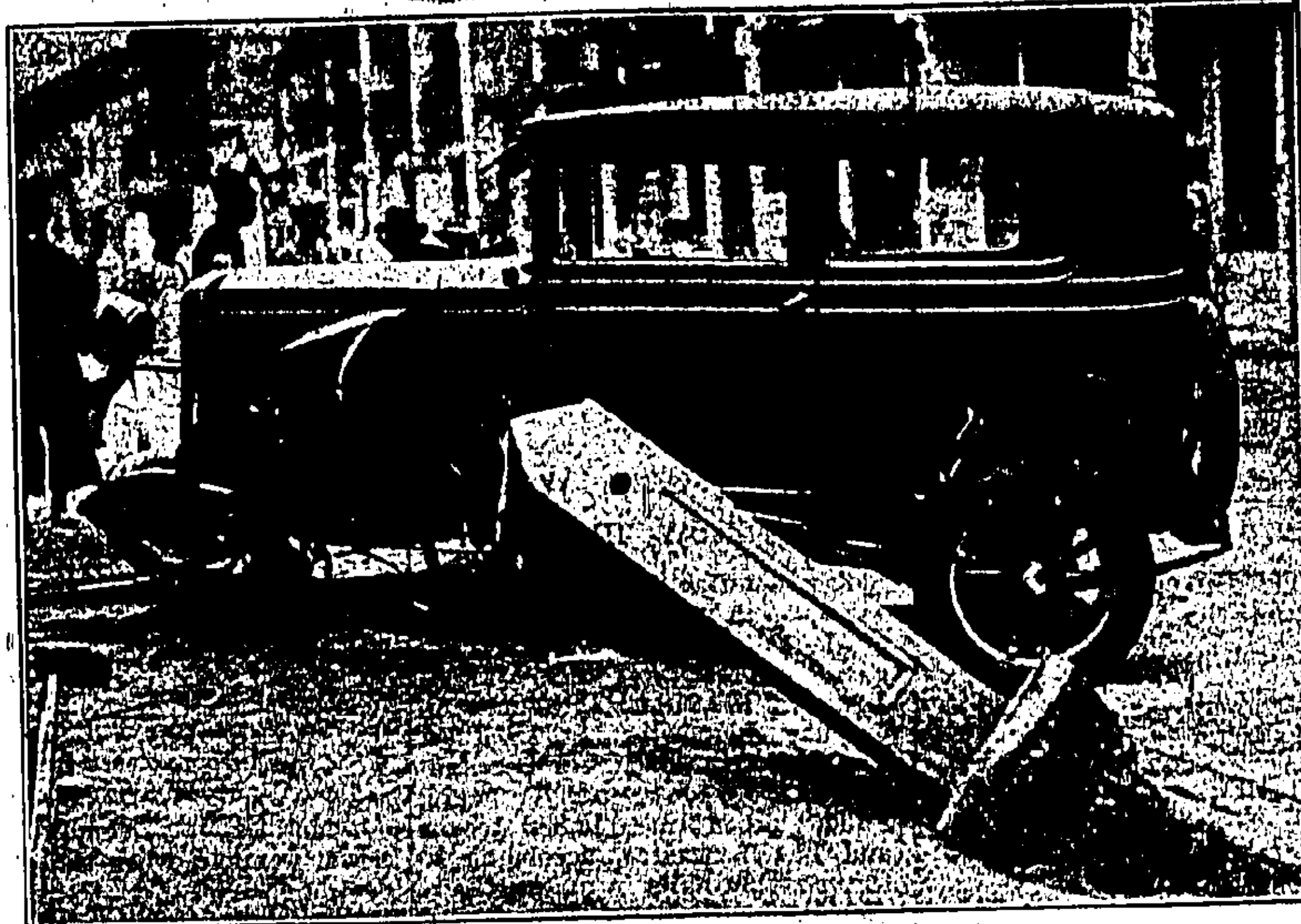
Fines amounting to £600, with £10 10s. costs, were imposed at the Mansion House on Samuel Timms, bookmaker, trading as C. Butler, at Houndsditch, who appeared on ten summonses charging him with failing to deliver to the Commissioners of Customs and Excise a weekly return of the bets made with him.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 28th APRIL, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



AN EARLY MORNING SMASH.



This is what happened early on Wednesday morning last when a motor car crashed into some stanchions and railings near to the Lee Gardens. The car was practically a new one.

CURRENT COMMENT

Home Petrol Tax.

The most important news for motorists during the past week has been that the Chancellor of the Exchequer has included a tax of four-pence a gallon on motor spirit imported into Great Britain and that the House of Commons has given its approval. This is not a matter that directly affects Hong-kong motoring but it is one that interests us all vitally, for not a few local motorists plan to have a car when they go home either on leave or retirement. The tax is a very heavy one and will make motoring at home one-third as costly as now. The price of petrol before the imposition of the tax was just over 1/- per gallon, and now it is just over 1/4d. We imagine that there will be vigorous protests on the part of motoring interests, especially as this increase in taxation comes at just the time when manufacturers naturally expect big seasonal sales. The difference in running costs which this tax will make will undoubtedly deter many people of limited means who might otherwise have managed to afford the "luxury" of a small car. Apparently, nothing has yet been done regarding the A.A. agitation to have the system of motor car taxation changed from one on horse-power to an excise duty on petrol, but we imagine that this new duty on imported spirit will not affect the broad and logical arguments on which that agitation is based. The one thing which is certain is that this new petrol tax will inspire the efforts of chemists and others who are working on the problems of distilling petrol from coal and the making of synthetic spirit.

A New Harley.

Local motor-cyclists will be interested to hear that an entirely new Harley-Davidson model is due to arrive in the Colony on Monday, this being the twin-port overhead valve model, of which such high things have been said in America. Messrs. Gascon and Company inform us that they have a number of these models coming in on Monday, and motor cyclists generally will be interested to see them.

Needless Stopping.

Despite our explanations regarding the purpose of the white line at the Nathan Road-Salisbury Road junction, Kowloon, it is quite apparent that even to date neither bus drivers nor some of the traffic police on duty have a proper conception of the rules of the road in this vicinity. A correspondent writes: "I was travelling in a bus, bound for Lanchikok, on Tuesday evening and when the bus got as far as the Nathan Road corner the driver drew up because the policeman had failed to change the red light which was showing against him. There was a perfectly clear road ahead and we would have been on the left-hand side of the road all the way round the corner. There was no earthly reason why the bus should have pulled up, even though the policeman had failed to put up the green light." We quite agree, and we think that further action should be taken by the police to instruct drivers and traffic men on this very simple matter. There is no reason for a vehicle to pull up if it is keeping to its near-side all the way round the corner in question, and bus drivers ought to be told so.

New Taxis.

By the s.s. Malwa on Thursday there arrived the first of the new Clyno taxicabs of which eventually there will be no fewer than 50 on our roads. The new company which has been formed for the purpose of operating the service will be known as "The New Taxicab Company" and the cars,

which will be green with yellow lines, have been specially equipped with bodies designed for the needs of the climate here. They are very modernly equipped and should prove instantly popular.

The Speeding Evil.

There has been a recrudescence of complaints recently regarding the speeding of motor cars. While it is true that a number of drivers are dealt with weekly for some form of negligent or dangerous driving we should like to see a little stronger action taken. During the recent Ching Ming festival a great many cars were employed by the Chinese to take them along the Pokfulam Road to the various cemeteries and there was much speeding indulged in. Among the worst offenders are the drivers of public cars whose one desire is to get to their journey's end as soon as possible and rush back to the stand and await fresh passengers. Speeding in crowded thoroughfares ought to be rigorously suppressed, and the traffic police should be given special instructions to take numbers and prosecute where they think the speed has been excessive. The writer was recently crossing Queen's Road, at the top of Pedder Street, and saw a motor car approaching from the direction of the Hongkong Hotel Garage. The car was sufficiently far away to permit, ordinarily, of an unhurried crossing in front of it, but the writer had to do a lively jump because of the excessive speed of the car. The traffic policeman did not take the slightest notice. Driving in Hongkong calls for the exercise of care at all times, and we would like to see this growing habit of speeding put a stop to by vigorous action on the part of our traffic authorities.

Lockhart's Death.

The craze for speed is intensifying. During the past week, Capt. Campbell's record has been broken by a huge 1,500 h.p. 30-cylinder monster which is a freak insofar as there are no gears. A speed of over 207 miles per hour was attained. On Thursday morning, the papers contained the news that Mr. Lockhart had been killed at Daytona while trying to make a new record in his Stutz car "Black Hawk." It will be recalled that only a few weeks ago he narrowly escaped death in the same car when it plunged into the sea when travelling at a high speed. From England comes news that both Major Segrave and Capt. Campbell are determined to regain the speed record for British cars and drivers, and so the speed "war" is in full swing and will inevitably take its toll of the daring spirits who wage it. The average man stops to ask himself whether there is any utility or value in the making of terrifically high speeds by freak cars, but the enthusiast will answer by quoting him the fact that when railways ran at the unprecedented speed of 20 miles per hour there were "cracks" who deplored such a suicidal folly. All these things are relative, and our successors in years to come might well smile when they read of our consternation regarding a mere 200 miles per hour. We of this day cannot answer the question whether this race for speed honours has practical value or not, but we can pay our tribute and admiration to the brave-hearted adventurers who are to-day successfully making and breaking new records. Motorists the world over will regret the passing of Lockhart—a man who had often proved his iron nerve and his driving skill.

Nathan Road Lamps.

Motorists will be pleased to learn that the light standards down the centre of Nathan Road, Kowloon, are now to be done away with and that they will be replaced by suspended electric lights of

10 MILES OF HARD SAND.

Wanted in Britain?

Not content with his recent magnificent feat at Daytona, Florida, when he beat the fastest world's land speed record by travelling at 206 miles an hour, Capt. Malcolm Campbell has decided to make an attempt to travel even faster, and this time in Britain. He stated at his home at Povey Cross, Charlwood, Surrey: "Although I lowered the mile record I did not officially beat the kilometre record. I want this, too. I also want Bluebird [his motor car] to have a chance. I hope to go for the kilometre record at an early date. Failing other arrangements, I shall try at Pendine, Carmarthenshire. It means, however, waiting possibly for days on end until the sands are in a really fit state. I feel that there are unexplored stretches of sand somewhere in Britain where I should have a better chance than at Pendine. I should be glad of news, and do not mind if the sands are in England, Scotland, Ireland, or Wales, though of course the nearer home the better. The discovery of a sand course would be of immense value. We might even hold an international speed meeting over here such as they held at Daytona. Roughly there are seven miles of hard sands at Pendine. A little more than this is necessary. They must be hard, they must allow of a straight course being marked out, and they must not be intersected by streams running into the sea. Ten miles would be ideal.

1,000 candle power. It has been known for some time past that the change would eventually be made, but we learn that the work is going to be put in hand almost at once. It is intended that each light will have shade protectors, so that while the light is thrown down on to the road it will not dazzle approaching motorists. This change over has long been advocated and is also long overdue, and will be greatly appreciated by motor vehicle drivers.

Helpful A.A. Patrol.

In connexion with the military sports which have this week been held at Sookunpoo we have heard several expressions of appreciation for the work performed there by the local A.A. patrol. This man was stationed at the entrance to the car park and did much valuable control work. At home, the work of the A.A. and R.A.C. patrols is a highly-appreciated feature of the work of the organizations concerned, and the local Association is to be complimented on this latest extension of its activities.

WORLD'S ENDUR- ANCE RECORD.

Whippet's Great Performance.

At 12.30 p.m. on March 12, at Devonport (Tasmania), a most successful "stunt" was brought to a finish, when an Overland Whippet car was brought to a standstill after having run for 42 days without a single engine stoppage over a variety of roads and under widely diversified weather conditions. By doing so the car broke the world's endurance record, bumping the figures from 973 hours to 1005 hours. In the course of the run a total distance of 10,613 miles—more than the average car does in a year and many in a lifetime—was covered under most strenuous conditions, and the car was pronounced "good as new" at the finish.

The car used was a standard Overland Whippet touring, exactly as supplied by the manufacturers, the only alterations being that the car was fitted with a transparent celluloid bonnet in order that the engine and working parts would be visible to the public throughout the whole of the test. An extra fuel tank was arranged in the rear seating compartment, so as to allow of greater distance being covered without stopping for supplies.

The log of the test is of a very interesting nature, and bears upwards of 300 signatures, included among which are prominent Tasmanian men, such as the Mayor of Hobart, Mayor of Launceston, wardens of each municipality throughout Tasmania, and several members of both the Federal House and the Tasmanian Parliament.

Officials of the Auto Car Club of Tasmania throughout the island co-operated with the police, justices of the peace, and prominent citizens in checking the car in and out of the various centres through which it toured, and also each hour during its idling period whenever the car happened to be parked. Great care was taken to allow of no length of time elapsing without having the log signed.

The car was never at any time during the test removed from public supervision. Every garage at which it was stationed over-night or during the day remained with open doors, so that any one so desiring could walk in and inspect. During the test it visited all municipalities and was exhibited on every available opportunity at public gatherings of all description. On late shopping nights at each centre the car parked in the main thoroughfares, and caused unparalleled interest throughout the whole of its triumphant tour of Tasmania.

MOTOR TAX CHANGE URGED.

To Aid Export Trade.

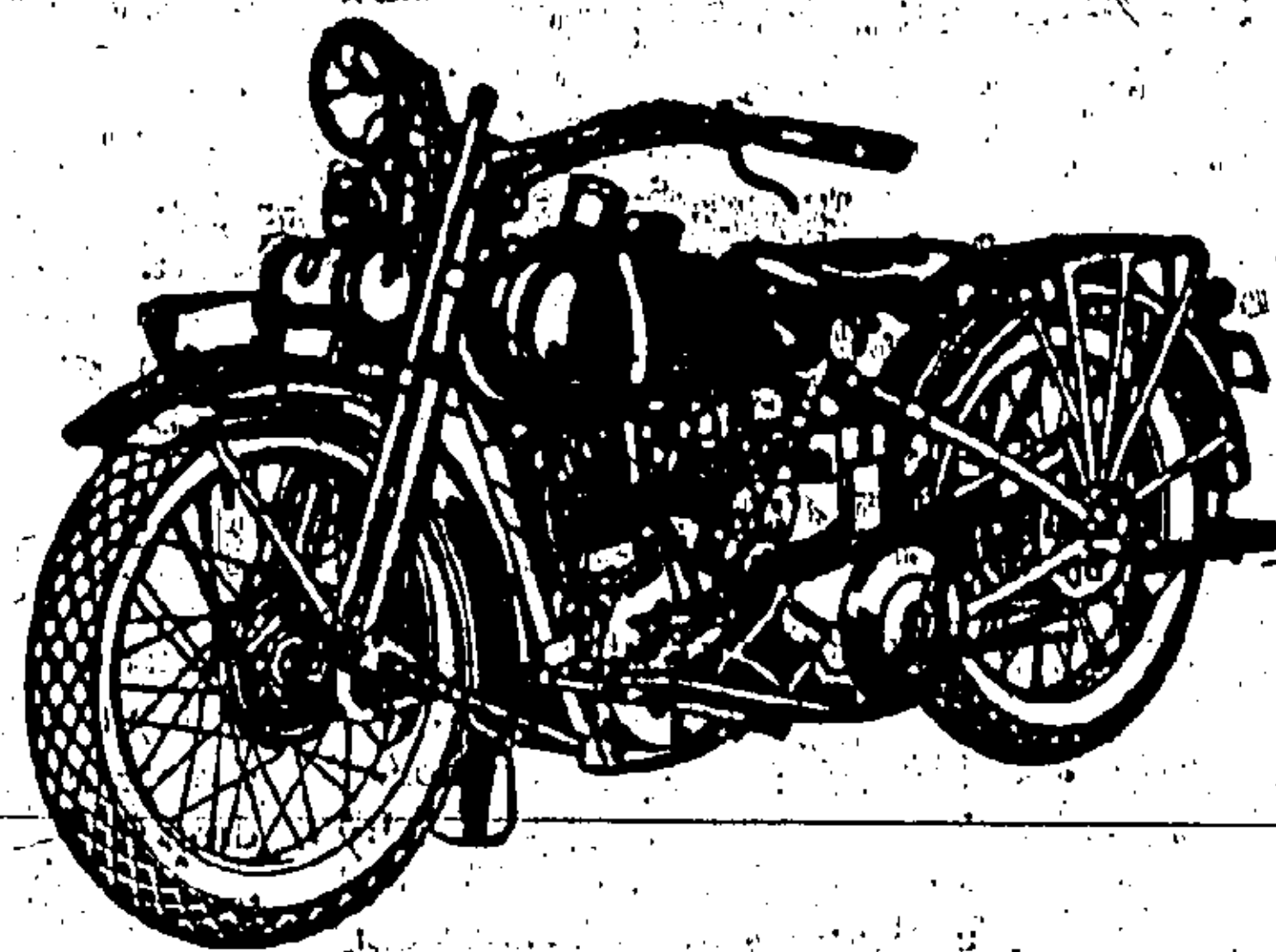
The growing prosperity of certain industries which have been safeguarded against unfair foreign competition has attracted the attention of the Industrial Transference Board appointed by the Government last January to devise means of absorbing unemployed labour from the depressed areas, says a Home writer. In the rubber tyre industry particularly much unskilled labour is required, and the board has seized on this fact to press for the engagement in this industry of unemployed miners and others from the areas in which industrial depression has become the most acute.

Students of the employment problem who have been impressed by the slow rate at which British motor-car manufacturers are meeting the demand of the over-seas market blame the present Treasury basis of rating motor-car engines for taxation purposes. This has stimulated production in the United Kingdom of high-speed engines unsuited in many ways for use in the Dominions. The Government has been informed that employment could be found in Great Britain for at least another 100,000 men were a change adopted in the Treasury rating system which would induce manufacturers to develop the low-compression, slow-speed engine with which American manufacturers have achieved such success in the overseas markets.

A proposal based on these arguments is likely to be put before the Chancellor of the Exchequer for consideration in framing his Budget, to be introduced soon after Easter.

BISHOP GIVEN MOTOR-CAR.

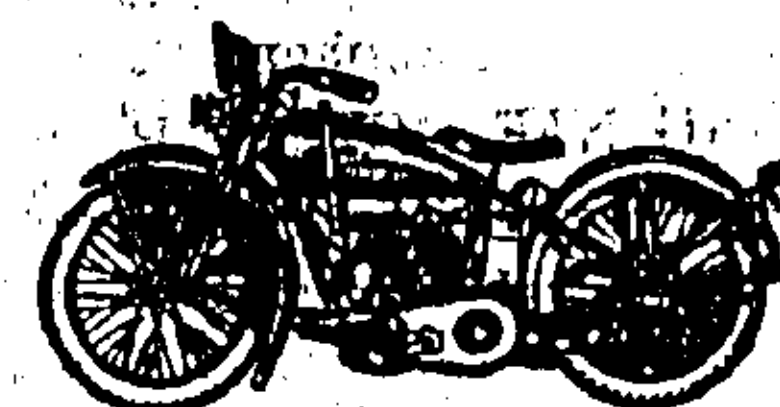
"My wife thinks a motor-car much too ewanky," said the Bishop of Stepney, Dr. Mosley, who was presented with a motor-car at Oxford House, Bethnal Green, E., 4. The motor-car was subscribed for by clergy and laity of East and North-East London. Dr. Mosley said to a *Daily Mail* reporter recently. For the past eight years I have been travelling about in eight boroughs and 180 parishes by motor-omnibus and tramway car. I must have done thousands of miles this way. During the strike I got about on a bicycle. A sum of £530 was subscribed for the car, of which £400 was in small amounts. The car itself cost £400, and the balance was given to Dr. Mosley for its upkeep.



NEW SHIPMENT OF THE FAMOUS
Harley-Davidson Cycles 1928 Models
JUST RECEIVED. BOOK YOURS NOW.

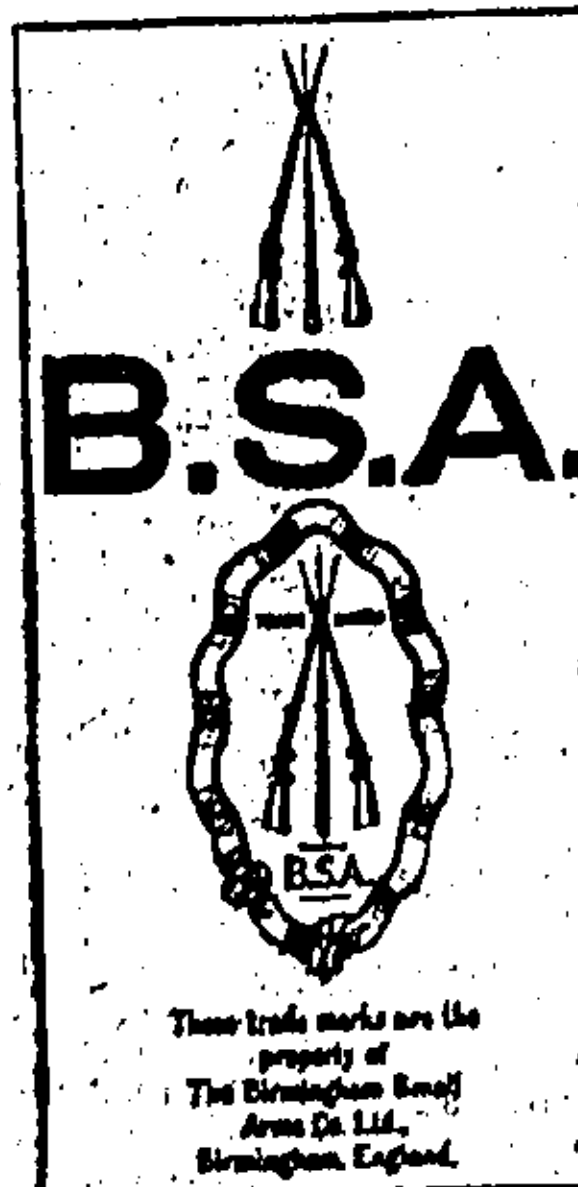
We have also 4 Harley Singles, O.H.V.,
Twin Port, coming. Due here April 29th
per S. S. President McKinley.

Two Reserved. Book your order early
to avoid disappointment.



THE GASCON MOTOR CO.,
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

FAMOUS ALL OVER THE WORLD



MOTOR CYCLES

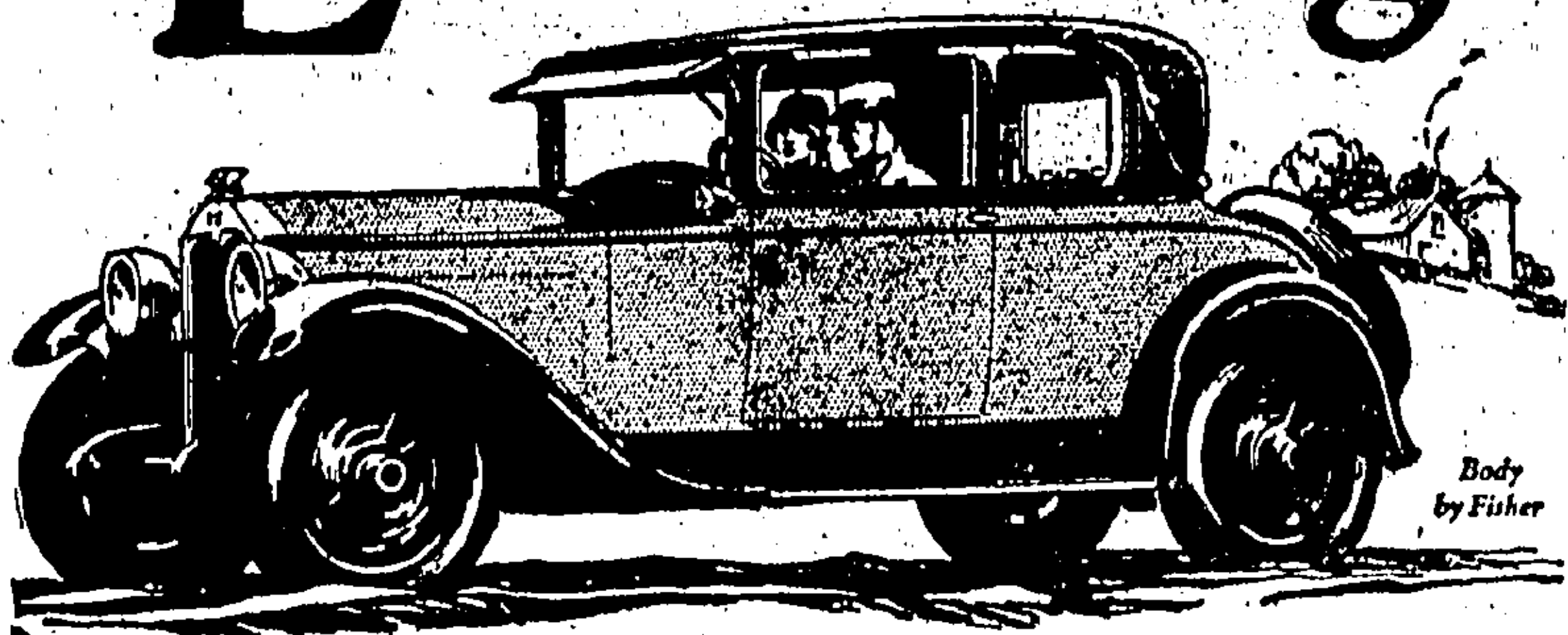
SPEED — SILENCE — RELIABILITY

WHAT MORE COULD ANY PROSPECTIVE BUYER
WANT IN A MOTOR CYCLE? WHICH EVER
B.S.A. MODEL YOU CHOOSE, YOU CAN BE SURE
OF OBTAINING THE UTMOST VALUE FOR YOUR
MONEY—AND A MACHINE THAT IS GOOD FOR
YEARS OF FAULTLESS SERVICE.

DON'T CHOOSE UNTIL YOU HAVE
SEEN THE B.S.A.'S. WE HAVE IN STOCK

The Sincere Co., Ltd.

Far ahead Low-slung



... yet Buick clears
the ruts and gives
head-room as well

Buick offers you far more than
fleet, low, dashing lines... It
provides all of the distinction of
smart, low-slung bodies by
Fisher with the additional
advantages of generous head-
room and road-clearance.

This remarkable combination
of modish, graceful beauty—

maximum head-room—and
ability to clear the ruts—is the
direct result of the Buick double-
drop frame.

This brilliant advancement,
pioneered by Buick months
ago, places Buick far ahead in
beauty, safety and all-around
roadability.

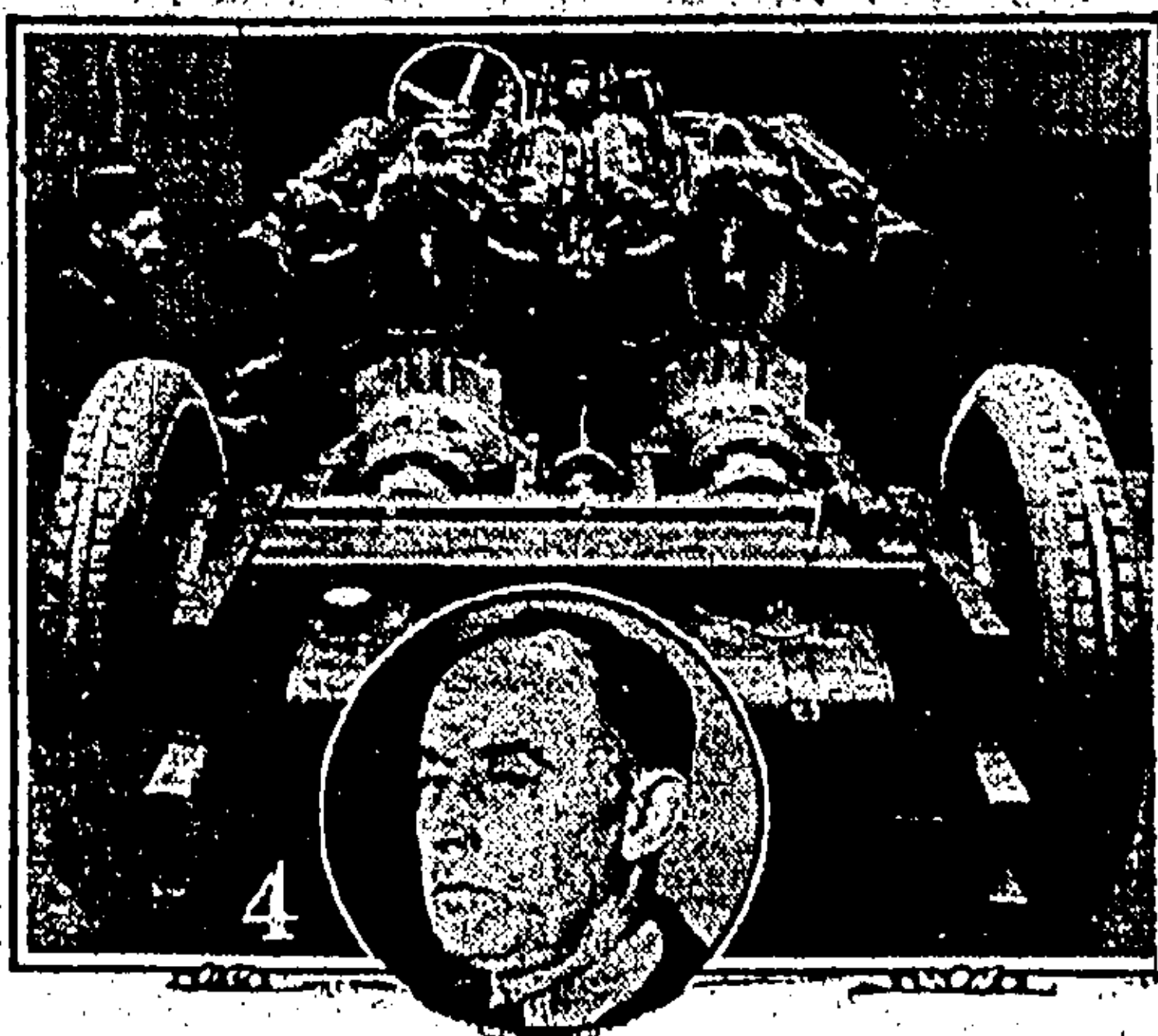
BUICK

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NIE CHUNG ROAD ... HAPPY VALLEY.

ESTABLISHES NEW RECORD SPEED.



Above is seen the chassis of the 1,500 h.p. car which, at
Daytona Beach, Florida, on Sunday last beat Capt. Malcolm's
record speed of 206.56 miles per hour by attaining
an average speed of 207.55 m.p.h. over a two-way run. This
car, designed by Mr. J. M. White (inset), is driven by three
motors of 12 cylinders each. It was disqualified in the
International Trials at which Capt. Malcolm made his
record because it has no reverse gear.

MOTOR INDUSTRY IN CANADA.

43,000 Cars Were
Exported in 1927.

The manufacture of motor cars
has risen in importance in Canada
until last year eleven establish-
ments representing total invest-
ments of \$74,678,451 produced an
output valued at \$100,835,380.
The 1927 Canadian output includ-
ed 32,699 open passenger cars,
84,545 closed cars, 18,882 trucks
and 14,180 chassis, according to
the monthly bulletin of the Cana-
dian Pacific Railway.

The industry is now sixth in
magnitude in the Dominion.
Canada, with one car to every
eleven inhabitants, ranks only to
the United States, which has one
to five.

108,398 Cars.

Of the total production, 108,398
cars valued at \$77,807,539 were in-
tended for sale in Canada, the
bulletin says, and the balance of
41,923 cars worth \$18,949,516 were
made for export. The consump-
tion of cars in Canada is very
large and steadily increasing.
For the first eight months of the
year the apparent consumption of
cars in Dominion, reached by
subtracting exports and adding
imports, was 138,271. In the
whole of the year 1926 the total
consumption of cars in Canada was
143,241. The registration increase
in that year was 112,956, and re-
placements 30,286.

To meet domestic requirements
Canada has a very large import of
automobiles in addition to the out-
put of her manufacturing indus-
try, while she has developed an
enormous market for her cars
abroad, notably with other coun-
tries of the British Empire. In
the first eight months of the year
the Dominion imported 29,873 cars
valued at \$25,579,020, and exported
44,197 cars with a value of
\$20,479,934.

For commercial automobiles,
British India is the principal cus-
tomer, followed by Colombia.
Automobiles valued at less than
\$500 go in greatest number also
to India, followed by Australia, the
Straits Settlements and Rumania.
The first customer for cars valued
at between \$500 and \$1,000 is the
United Kingdom, followed by
British India and the Dutch East
Indies. Cars of a higher price
than these go in greatest number
to the United Kingdom, Dutch
East Indies, Germany, Finland and
Colombia.

Boon to Farmers.

The place of the motor vehicle
in Canadian life is somewhat
peculiar and different of conception
to the people of Europe as enter-
ing into every phase of activity.
Outstandingly the general use of
the car has effected a revolution in
bringing the farm closer to the
rail road, in speeding up farm
operations with attendant econo-
mies, and affording the farmer and
his family further recreational
facilities. And yet the automobile
in Canada has by no means reach-
ed the fullness of its service, as
is indicated by steadily rising
annual figures of ownership.

The revolution brought about by
the car is perhaps most marked
in Western Canada, in each of
whose provinces, though mainly
agricultural, per capita ownership
is higher than elsewhere with the
exception of Ontario. In this new
territory increasing car possession
following the vigorous prosecu-
tion of a programme of good road-

STUDEBAKER FEATURE.

Ventilation Without
Draught.

In the days gone by people looked
upon a closed car as a hot, stuffy
contraption, but to-day, owing to
an exclusive Studebaker patent
they are fast realising that not only
in the Studebaker closed car as cool
as an ordinary touring car under
normal conditions, but much cooler
in wet weather, when the car has
to be fully enclosed. Studebaker
has solved the problem of proper
closed car ventilation by the devel-
opment of a no-draught ventilating
windscreen of exclusive design. The
air in the car may be constantly
changed without direct draught on
passengers.

Studebaker engineers have devel-
oped and patented this no-draught
weather-proof windshield for Stude-
baker Custom-built cars, which as-
sures plenty of fresh, cool air at
all times. Set storm-proof ventila-
tion, this Studebaker windshield
admits outside air in a controlled
current, but carries off the rain
through ingeniously designed
troughs beneath the cowl. This
Studebaker betterment eliminates
the necessity of a cowl ventilator.
By turning a handle on the dash,
the windscreen may be tilted for-
ward, thereby deflecting the incom-
ing air currents towards the roof.
When tilted backward, the screen
guides the air currents through
specially designed channels under the
cowl into the driver's compartment.

This windscreen is weather-proof
when tilted for cowl ventilation.
In even the severest storms, water
against the windscreen is carried
off through the hidden troughs as
mentioned above. The ventilation
is possible in rainstorms without
the discomfort of rain coming
through the opening provided for
fresh air.

No Draughts.

Elderly people, mothers of young
children, and women who are often
lightly dressed for social engage-
ments, will particularly appreciate
this "no-draught" windscreen. Men
can now enjoy smoking without an-
noyance to other occupants, because
the air is constantly renewed.
Windscreen and windows need not
become steamed, obscuring vision.
This exclusive to Studebaker "no-
draught" windscreen not only allows
full visibility, but also adds to the
attractiveness of the car.

Professor J. D. Hoffman, of the
Purdue University, and past presi-
dent of the Society of Heating and
Ventilating Engineers, reports:—"I
am pleased to report that I have
analysed carefully the system of
ventilation which you have adopted
for Studebaker sedans, and find it
thoroughly efficient. At ordinary
speeds the air in Studebaker sedans
will change every five minutes.
Your windscreen in scientifically de-
signed to admit air in ample quan-
tities without creating draughts.
The ingenious arrangement by
which it may be adjusted to throw
the air toward the roof of the car
or down under the cowl is unique.
I know of no other windscreen
which equals it from the stand-
point of scientific ventilation."

building has rapidly bridged the
stage between pioneer conditions
and a modern and efficient agricul-
tural territory. To-day it is
difficult to find a farm in that area
which has not at least one car,
while many have more, as an
essential feature of its agricultural
operations.

THE PERFECTED WHIPPET.

A Modern Light Car.

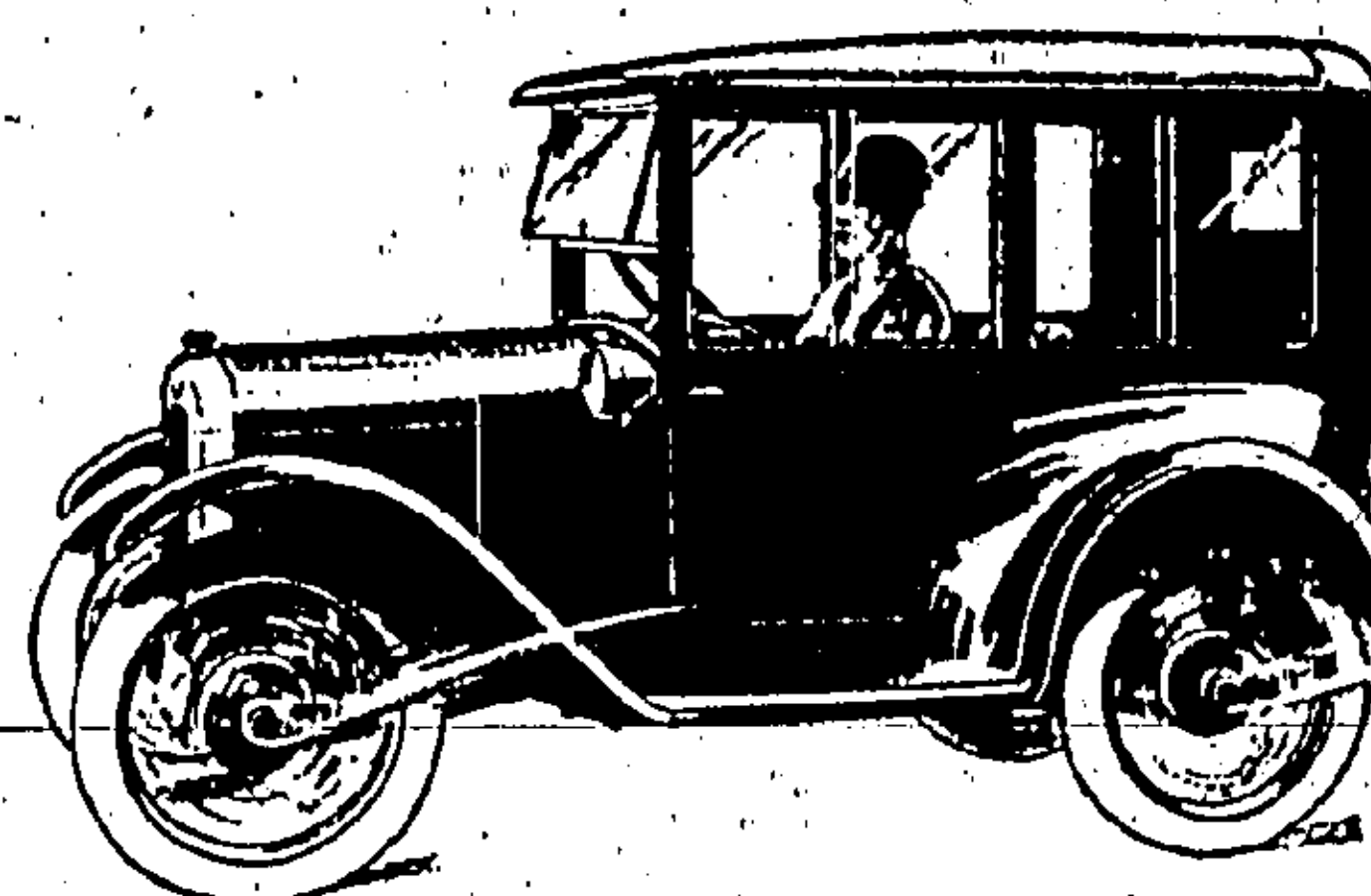
Toledo, Ohio, U. S. A.—Immedi-
ately following the price reductions
in the Whippet motor cars, placing
them directly in price competition
with the lowest priced cars in
America, approximately two million
persons visited the various show-
rooms where these perfected Whip-
pets were on display. This out-
pouring equals the interest display-
ed when the Whippet was first pre-
sented to the public about 19
months ago, which set a record at
that time for public interest in a
new product.

Reports that are pouring into the
executive offices of the Willys-Over-
land, Inc. indicate that the interest
of the public is centred in the
perfected Whippet, this fact
being borne out by the sales volume
that has resulted, being far in ex-
cess of the expectations of the com-
pany sales executives.

It is said that never before in
the history of the automobile in-
dustry has a price reduction on a
car that had been before the public
for more than a year, brought
about such a notable reception in
every section of the nation.

Reports also indicate that in the
higher ranges of cars, there is a
decided trend toward Willys-Knight
models, which have been presented
for 1928 with numerous refine-
ments. Unusual interest, it is said,
is being exhibited in the
new Willys-Knight Model 56 Standard
Six, the first car powered by a
Willys-Knight sleeve valve engine
to sell in the low price six class.

From every point throughout the
country the dealers report that the
same enthusiasm is being shown in
the Whippet which is being offer-
ed at the lowest prices in Willys-
Overland history. This has re-
sulted in a sales volume never be-
fore attained at this season of the
year with every indication that
capacity production will demand of
the motor car buyers of the world.



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2. Traction
3. Lasting beauty
4. Low Cost per Mile

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tures of Performance,
Quality and Long
Life—

1. Six-Cylinder Engine, of
Cylinder design.
2. 7-bearing Crankshaft, with
interchangeable shimless
bearings.
3. 62 and more exceptional
Miles an Hour.
4. Typical Chrysler Accelera-
tion.
5. Impulse Neutraliser
6. Webbed Crankcase Con-
struction.
7. Ventilated Crankcase
8. Invar Steel Strut Pistons
9. Special Engine Manifold
10. Exclusive Type of Cylinder
Head and Combustion
Chamber
11. Sixchrome Valves
12. Oil Filter
13. Air Cleaner
14. Thermostatic Heat Control
15. Manifold Heat Control
16. Cellular Type Radiator
17. Full Pressure Oiling System
18. Rubber Engine Mountings
19. 16-inch Disc Road Wheels
20. Balanced Front Wheels
21. Pivotal Steering
22. 4-wheel Hydraulic Brakes
23. High Carbon Steel Springs
24. Specially designed Rear
Axle for Balloon Tyres
25. Levelisers on front and
Rear Springs
26. Indirectly Lighted Instru-
ment Panel
27. Pedal Theft-proof Num-
bering System
28. Electric Fuel Gauge
29. Headlamp Control on
Steering Wheel
30. Narrow Corners Pillars
31. Adjustable Steering Wheel
32. Coded Vise
33. Saddle Spring Seat
Cushions
34. Fine Figured Mohair
Upholstery
35. Rigid Type Curtains on
Tours
36. Adjustable Front Seat in
Tours
37. Low Centre of Gravity
38. Double Decker Body Con-
struction
39. Chrysler Smoothness of Line
40. Attractive Colour Combi-
nations in great variety

CHRYSLER

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Sensational
New LOWER
PRICES!
Quality
Unchanged
40 Body Styles

Chrysler's sensational rise from
27th to 3rd place in sales in 42
months is the result of a phe-
nomenal public preference that
has continuously demanded a
record-breaking volume of
quality motor cars.

Chrysler's tremendous produc-
tion and rapid growth are the
direct results of public recog-
nition of values and savings
which only Chrysler Stand-
ardised Quality can provide.

You will then instantly recog-
nise why Chrysler cars—by the
most astounding price savings
which result from a huge and
rapidly growing public de-
mand—are today more than
ever the most marvelous motor
car values in their respective
price classes.

A. LUNG & CO.

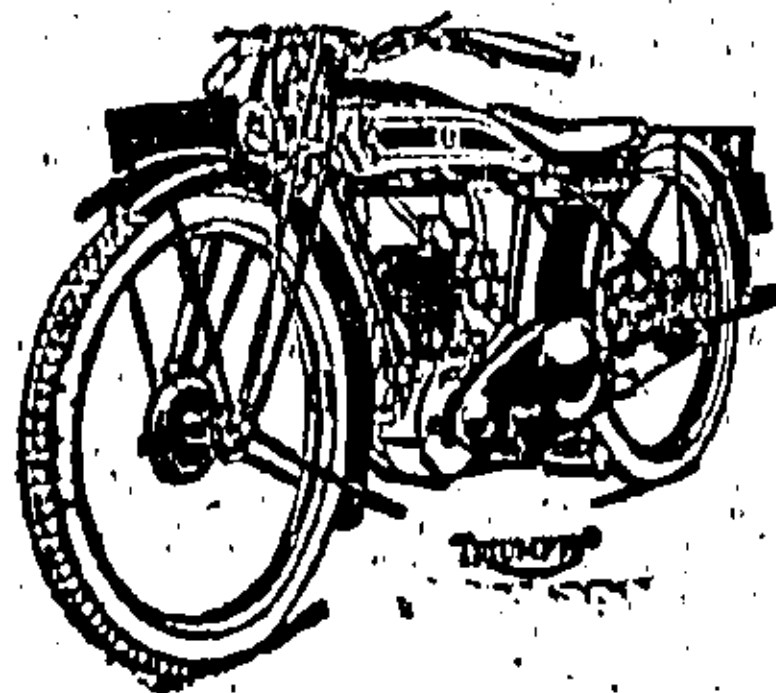
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CYCLES

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there will be a 10% in-
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Membership, etc., to
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LEADS THE WORLD
IN MOTOR CAR
VALUE.

Engine: 6 cylinder.
7 Bearing Crankshaft.
4 Wheel Mechanical Brakes.
5 Disc Steel Wheels.
5 Full size balloon cord tires.

Automatic windshield wiper, air
cleaner, oil purifier, petrol filter,
cowl ventilator, force feed lubrica-
tion, front & rear bumpers, leather
upholstery, hydrostatic gasolene
gauge.

Nash Standard-Six 5 motor
Tourer £1150.
Nash Advanced-Six 7 motor
Tourer £1650.
Prices for other models on
application.

Free rides to prospective buyers.

Sole agent for South China:

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21 Postinger St. Phone C. 1474.

Service Station,
70 Des Vaux Road C.

"Yes, but 'ink of all de work you'd have figgerin' yer Income Tax."

THE PROBLEM OF
SPEED.Views of Studebaker
Expert.

The time has come to stop side-
stepping the problem of speed on
the highways, is the opinion of
Paul G. Hoffman, Vice-President
of The Studebaker Corporation of
America.

"Railroads have proved that it is
possible to attain both high speed
and safety. When we look back
over the years we view with
amusement the excitement that
greeted the iron monsters of 1848
as they thundered over the rails at
the fearful speed of 25 miles an
hour. Grave doubts were even
raised that human beings could
travel at speeds of more than 40 or
50 miles an hour and live.

"In the field of individual trans-
portation the motor car has played
an important part in breaking
down the barriers of time and dis-
tance. It is as foolish to put
legislative bars of a fixed charac-
ter in the way of development of
speed in motor car transportation
as it would have been to put speed
limits on railways in the early
years of their development.

"It is time to look at the problem
of highway safety from a new
point of view. One of the first
steps is to get over the idea that
speed in itself is a dangerous
thing. Traffic and safety experts
—men who have studied the
question—know that speed in it-
self is not the source of danger it
is popularly credited with being.

"It is not speed alone, but speed
in combination with other factors
that makes accidents. Fifty miles
an hour on the open road in the
country may be safer than 25
miles an hour in crowded city
traffic.

"Any well constructed car of the
present year is much safer at 60
miles an hour under the proper
conditions than cars of a similar
class were 15 years ago at 30 miles
an hour. One stretch of road may
be safely covered at 60 miles an
hour—another may be unsafe at 30.

"No one can deny that there is
real danger in speed plus un-
favourable conditions for speed on
the highway, but speed in itself
does not necessarily create
hazards. High speed at intersec-
tions, in turning corners, passing
pedestrians or passing other traffic
in the face of oncoming traffic
from the other direction is a real
menace.

"Legislation and enforcement
should concern itself not so much
with speed as with those acts of a
driver which, combined with
speed, result in accidents. Let us
stop arresting the sane motorist
who is doing a sensible 45 miles
an hour on a fast road in the open
country, and concentrate on
drivers like the short corner-cutter
in town who may be doing only 15.
Fixed limits do not in themselves
promote safety; they make law-
breakers out of motorists and
often permit constables to bring
discredit on highway policemen
as a whole by affording oppor-
tunities for petty graft.

"It is time to meet the new con-
ditions of highway safety with a
fresh point of view—and con-
centrate on safety rather than on
the antiquated theory that any-
thing over 30 miles an hour is
recklessness."

RUBBER DISCS MAY
DISPLACE SPRINGS.London Inventor
Successfully Tries Out
Patent.

An interesting account of a
springless chassis developed in
London for a car of small horse-
power, was given in a recent issue
of *The Christian Science Monitor*.
Spring action has been achieved by
a unique arrangement of rubber
discs which resemble gear wheels,
these discs being clamped between
similar steel discs. The complete
account follows:

"It is no good taking you for a
run on an ordinary good London
road to demonstrate my springless
cars," said Walton Lawton Adams;
"I'll take you over the worst road
to be found in this part of London."
And he was as good as his word.
This was to demonstrate to a Chris-
tian Science Monitor representa-
tive the merits of the Adams
patent springless suspension sys-
tem.

"Turning into a new and appar-
ently partly made road covered with
great furrows and large potholes,
many of which must have been a
foot in depth, Mr. Adams then pro-
ceeded to drive his ten-horsepower
car at a speed of just forty miles
per hour without an endeavour to
pick his way.

Holds Road.

"The car held the road perfectly
and we drove comfortably without
bumping over the uneven surface.
The occupants of other cars picking
their ways at a walking pace gazed
at us in amazement. It was truly
a wonderful experience and must
be experienced to be believed. To
one who has done so it is difficult
to doubt that this system must
eventually replace the ordinary
metal leaf springs.

"This very ingenious system is
the invention of Mr. Adams, who
is a believer in rubber as a shock
absorber. One generally thinks of
a rubber spring as being attained
by the use of rubber cord of vary-
ing length and strength. Mr. Adams
saw that this would not be
practicable for a motor car, and
so conceived the idea of using
rubber discs which would take a
torsional or twisting strain.

"This has been achieved by the
use of three simple parts for each
wheel. There is first a serrated
rubber disc which resembles a gear
wheel with gear teeth on both sides.
This fits into two corresponding
metal-toothed discs, one of which
is secured to the frame and the
other to the end of a radius arm.
The parts are clamped together,
the rubber being under compres-
sion and the whole load of the car
is taken by the rubber discs. Any
movement of the axle thus causes
a torsional strain on the rubber
length. Mr. Adams has found that
a radius arm of about two feet
length gives sufficient strength for
an axle movement of about six
inches.

No Rebound.

"Unlike a metal leaf or coil
spring, rubber does not store up
any appreciable energy so as to
cause a rebound after its compres-
sion, but merely returns to its nor-
mal tension; this does away with
any necessity for shock-absorbing
devices. The parts going to make
up this suspension system are light-
er than the usual metal-leaf

WONDERFUL PRE-
CISION.Ford Blocks Used in
Measuring.

Among the exhibits at the re-
cent Ford Industrial Exposition
which attracted particular atten-
tion was that of the Johansson
gages, recognized as the world's
standard for precision measure-
ments.

Johansson blocks are rectangular
pieces of tool steel, approximately
3/8" by 1 3/8" by the specified size,
and are hardened, ground, stabiliz-
ed, and finished to an accuracy with-
in a few millionths of an inch from
specified size.

It is considered a remarkable
achievement in mechanics to make
a flat-surface steel. With Johans-
son methods, a flat surface with
an extremely high finish is pro-
duced, which approaches nearer the
perfect plane than any other pro-
duced by man. These flat-lapped
surfaces, when thoroughly cleaned
and rubbed, one on the other, with
a slight inward pressure, will take
hold as though magnetized and will
withstand a pull of 200 pounds.

Scientists have offered 'atmos-
pheric pressure,' 'capillary power in
a minute film of oil on the lapped
surfaces,' and 'molecular attraction'
as an explanation of this
phenomenon.

The Ford Motor Company bought
the American rights for making
the Johansson gage blocks in 1923.
They are now made in the Ford
Dearborn Laboratory under the
personal supervision of Mr. C. E.
Johansson. In acquiring control
of these gage blocks Mr. Ford re-
cognized their importance in the
manufacture of interchangeable
parts for automobiles where a
standard of precision must be used
in order to insure an accuracy on
parts within a few thousandths or
ten thousandths of an inch.

These accurate gage blocks are
used by the Ford Motor Company
in the manufacture of their vari-
ous transportation units, and are
sold to American manufacturers
who are availing themselves of the
opportunity of securing the gaging
tools that will insure accuracy.

One of the sets on display at the
exhibit had blocks, each of which
was a millionth part of an inch
different from the next.

type, are easily and cheaply manu-
factured and would apparently be
immune for damage. They have
been tested for 20,000 miles with-
out visible wear, but even should
wear occur, the rubber discs are
easily and cheaply replaced with the
simplest of tools.

"Mr. Adams showed the remark-
able way in which a car fitted with
his device held the road, by driving
over bad potholes without hold-
ing the steering wheel. An ordi-
nary car must have been thrown
off its track, but his car kept
straight on. Asked if skidding
was affected, Mr. Adams, after ac-
celerating on a stretch of wet, slip-
pery wood paving, applied the
brakes hard but without produc-
ing any sign of a skid. It seemed
a good answer to the question.

"The system is applicable to any
form of springing, being just as
effective in the case of a chair
as in that of a three-ton truck."

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33 WONG NEI CHUNG ROAD ... HAPPY VALLEY.

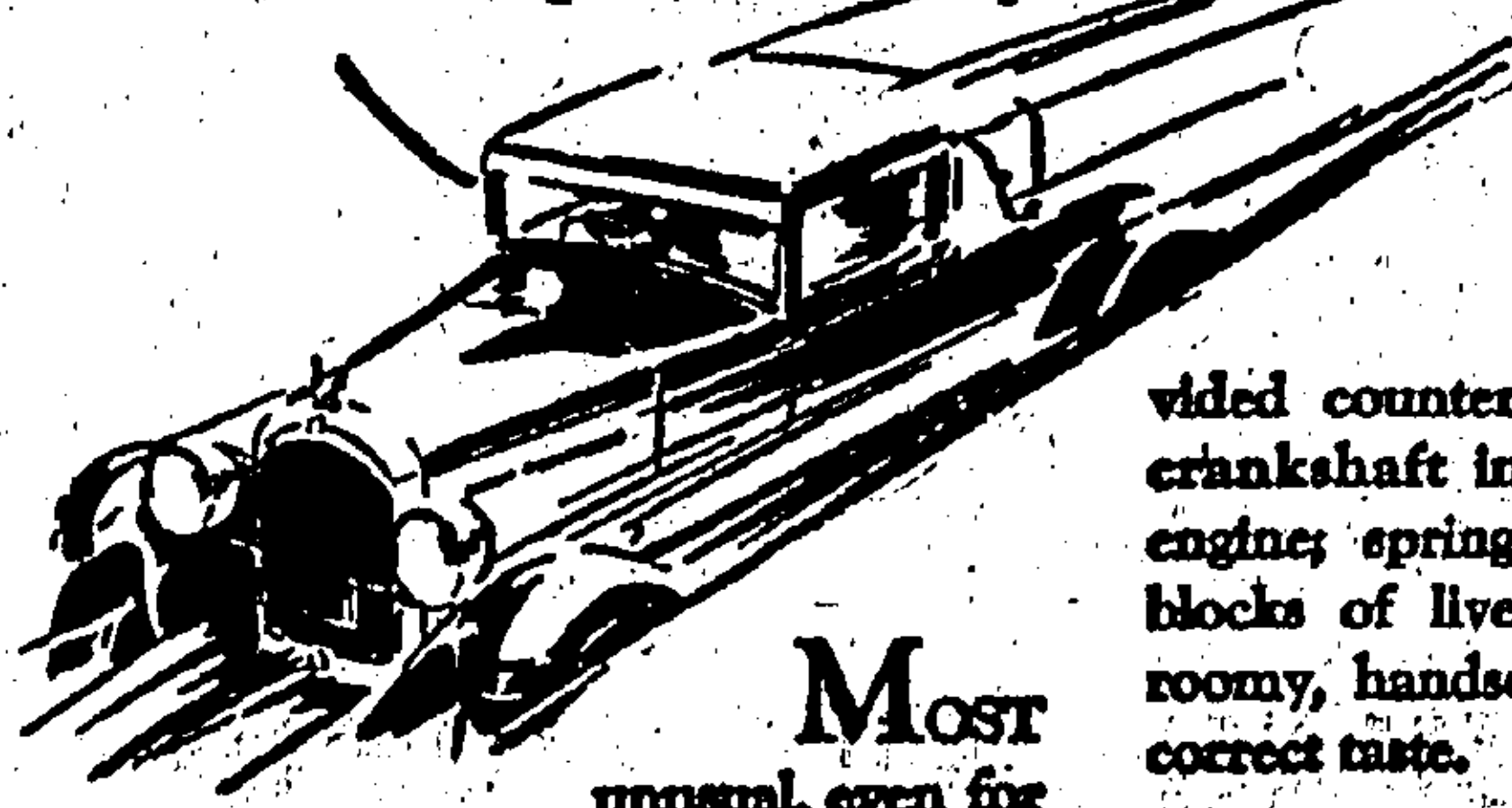
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CHRYSLER

72

Counterweighted 7-
Bearing Crankshaft and
Rubber Spring Mount-
ings Made Possible for the
First Time at Such Prices

Most
unusual, even for
Chrysler, has been the reception given
to the illustrious New "72."

But no other result could have been
possible, because no other car combines
such rare quality and value.

Before the "72," no car in its class or
even in the more expensive group pro-

vided counterweighted 7-bearing
crankshaft in a 75 horse-power
engine; spring ends anchored in
blocks of live rubber; and long,
roomy, handsome bodies in such
correct taste.

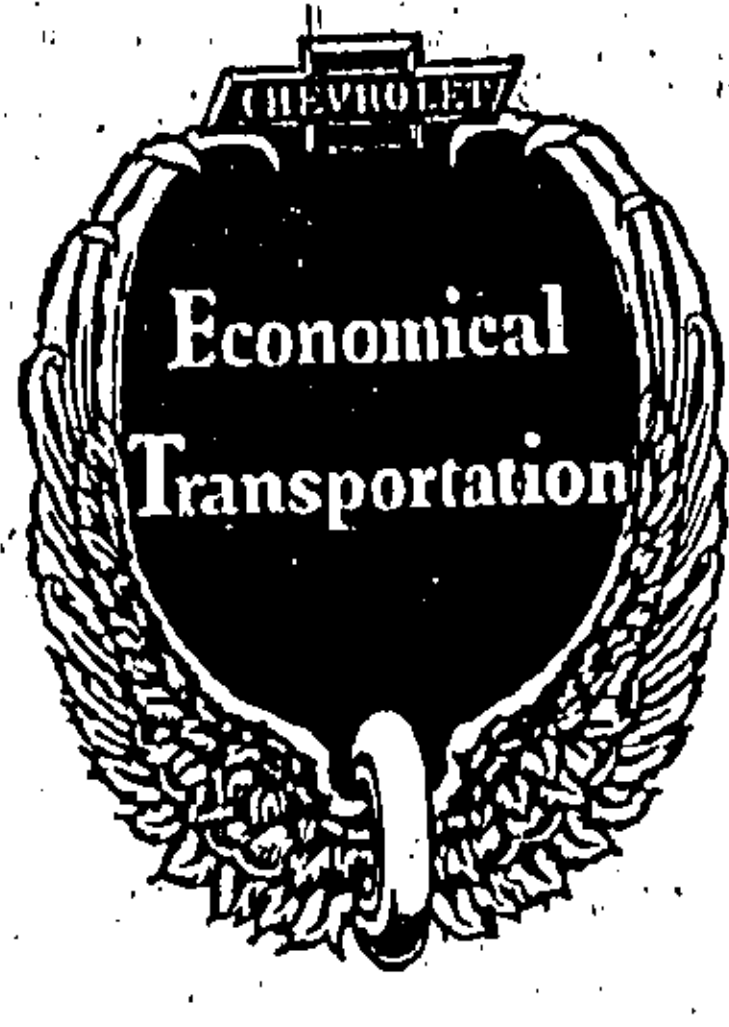
Every Chrysler dealer is eager to
show you the illustrious New "72";
to put it through its paces. Only by
riding in it and driving can you fa-
miliarise yourself with this new per-
formance, this new smartness that
has been responsible for the greatest
success in all Chrysler history.

A. LUNG & CO.

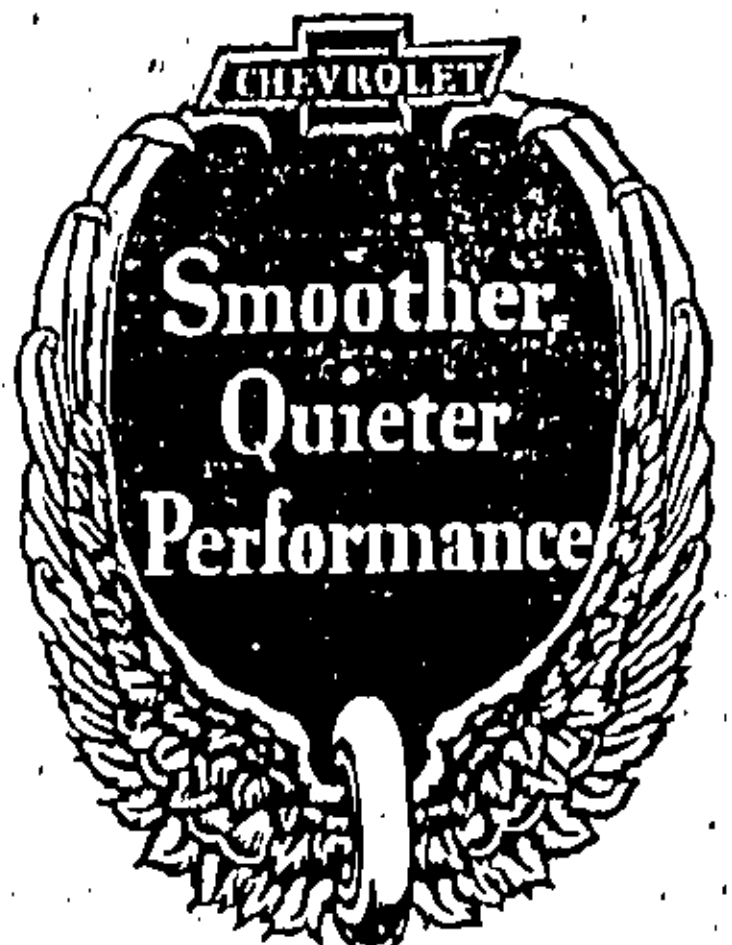
Sole Agents

19, Queen's Road, C.

Phone C. 1219.



THE NEW CHEVROLET IS HERE !!!



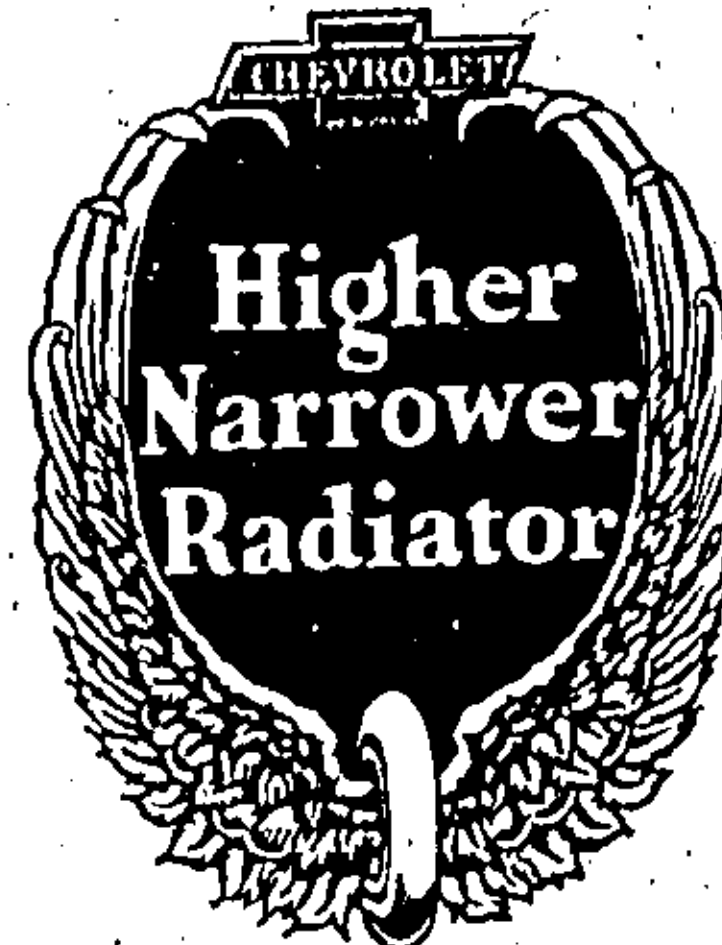
Comparison of the new 1928 Chevrolet line with other makes in its price class at the New York Automobile Show brings out two salient points.

The increase of four inches in wheel-base has enabled the Fisher-Body engineers to obtain a much better appearance between the height and length of the car. The new Fisher closed bodies are roomier, wider doors make it easier to get in and out of the car, and new beautiful upholstery material blends with a really beautiful Duco finish. The Sedan body is approximately three inches longer and the Coach five inches longer. The rear end of the roof on the Sedan, Coach, Landau and Coupe has been rounded off to improve the appearance. The Fisher V. V. windshield has been placed in the Cabriolet and Landau, and all have new and very attractive colours.

Inside, the bodies have greatly increased leg room and greater comfort. All the body fittings, regulators, remote door controls and locks have been improved in appearance and given a luxurious touch. The cars are low with no sacrifice of road clearance, and the lines are continuous and pleasing, with no break in the line from radiator to tail light. They have a rich, substantial beauty and good taste throughout. With real beauty, every convenience and comfort feature that can be desired, plus performance that will match many much higher priced cars, they offer exceptional value.

Chevrolet competitive position by comparison is unquestionably stronger than ever. Only the best resources of General Motors and the mammoth Chevrolet manufacturing facilities could make possible so dependable, so modern a car at such low prices. The many manufacturing advantages of the Chevrolet Motor Company that are absolutely unique in the low price car field are fully realized in the new models. The savings made as a result of these unique advantages is passed on to the public, offering the greatest dollar for dollar value in the history of the motor car industry, and providing a car with a lower passenger mile cost than any other car in the world—regardless of size or price.

**COME IN
SEE THEM!
DRIVE THEM!!
BUY THEM!!!**



THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759.

NEW CHEAP CAR.

WELDED STEEL BODY.

It was recently announced that a new British cheap car is to be placed on the British market. It is a 10 horse-power four-seater, priced at £126. It will be of all-British design and construction, and built almost entirely from sheet metal and welded pressings. It is claimed that the new car re-

presents a revolution in motor car manufacture.

Details of the construction of all all-steel motor bodies have recently come to light. All-steel bodies were pioneered in America and in France, and are being taken up by one or two British manufacturers. Steel is 40 times stronger than wood, and is vastly more stable during manufacturing processes.

Being a rigid structure welded together, such a body cannot

develop rattles, squeaks, or groans, even when exposed to excessive dryness, wet, heat or cold. The safety factor for the occupants is higher in a steel body than in a wooden one, for wood will splinter and pierce, while an all-steel body stands up to the shock. It is said that many lives have been saved owing to that fact.

The dies to produce all-steel bodies cost one British manufacturer £80,000.

CLEANING GLASS.

USEFUL HINT FOR MOTORISTS.

The easiest and best way to clean a windshield is to wipe it off with a wet chamois and then, rub with a clean cloth. A little kerosene in the water will help if the glass is very dirty.

This method of cleaning glass is to be recommended for closed cars, as it does not scratch.

THE CROSS-ROAD PROBLEM.

Right-hand Rule the Solution.

[By the Hon. Maynard Greville.]

Motorists have frequently insisted on the necessity for some definite law with regard to cross-roads whereby one vehicle is given a right of way over another.

As long as 1926 the scheme drawn up by the Automobile Association whereby all traffic should give way to vehicles approaching from the right was widely advocated, and every day, with the increase of traffic, the claims for some regulation of this sort become more and more and more insistent.

There are, undoubtedly, cases where this rule, if made law, would necessitate the doing of the absurd or at least the wrong thing, but there is no traffic law that has not at times to conform to necessity. In France the law has existed for some time, and now even applies to the Route Nationale. In theory this seems absurd, for who would imagine stopping a high-powered car on one of these great straight roads to allow a vehicle to emerge from a little side turning which was quite invisible to the man on the Route Nationale. In practice, however, no one is so silly in France as to emerge on to an obvious main road without looking to see what is coming, and though, when the regulation was brought into force, some protests were made because of this apparent absurdity, it has been found to work perfectly.

The necessity in this country for some sort of regulation of this type is not so urgent on the open road as it is in London. Frequently complaints are made that the police in the Metropolis spend all their time directing traffic and have no opportunity for performing their more important duties. This contention is quite just, and, in my opinion, far too many police are now being used on point duty.

An Ever-Growing Number.

This is not in the least intended as a reflection on the police who perform their work perfectly, but day after day I come on police constables, who have but recently been put on some crossings, where the presence of a policeman would not be required at all if some right-of-way regulation was adopted. If this sort of thing continues no one will be able to move at all without the beckoning hand of the man in blue.

There are several crossings that I have in mind where, if it were necessary for a vehicle to give way to the driver on his right, the attentions of a point policeman could be dispensed with.

Again, the various "roundabout" systems in force which are daily growing in number call for some sort of regulation of this sort. In many of these, traffic lines have to cross each other, not at right angles but diagonally, and there is always congestion at these points, for one vehicle will not give way to another. In Piccadilly-circus, for instance, traffic coming round the south side to get into Regent-street from Coventry-street always gets involved with traffic coming from Piccadilly and going Eastwards. Cars and buses pull up at an angle of about 45 degrees to each other, and, as there is no definite rule as to which vehicle should take precedence, the police often have to hold up one stream completely at its source to get the tangle unravelled. A right-hand rule would give precedence to all vehicles coming in from the right, and help to solve this difficulty.

NO REVERSING.

New London Rule.

The "No Reversing" order, which affects streets within a three-mile radius of Charing Cross, came into force more than three weeks ago—in case you did not know, says a Home writer.

Where the three-mile radius begins and what streets are included, the motorist has to find out for himself—by experience and via the police court, no doubt.

Meanwhile, those with limited steering lock are undoubtedly finding themselves lamentably handicapped. An extra foot or two in the turning circle required may mean negotiating perhaps half a mile of side streets in order to reverse one's direction of travel.

There will be many who will envy the manoeuvrability of the London taxi, whatever they may think of its lines.

I once drove a taxicab chassis fitted with a home-made five-seater touring body. It was unforgotten for the sensation of being able to turn almost in one's own length.

Makers might note that manoeuvrability in traffic is becoming a quite serious point, as congestion increases and average driving skill deteriorates.

GREAT MOTOR ROAD RACE.

Big Event in Ireland.

In recent years no more has created such keen enthusiasm in motoring circles as the announcement that road racing is to be revived in Britain, says the *Daily Mail*.

Immediately following the publication of details of the great international road race for touring cars in the vicinity of Belfast on August 18 entries began to reach the Royal Automobile Club.

Drivers whose names are famous in the motor-racing world expressed their desire to take part. Makers announced their intention of entering cars of advanced design and of considerable interest to the public, and it is clear that this race will provide one of the most thrilling and interesting contests in the history of motoring.

Entries from Italy.

Already, in addition to the British cars, a provisional entry of two cars, has been received from Italy.

The race is for touring cars, models of which can be bought by any member of the public. It is organised by the Royal Automobile Club; and *The Daily Mail*, in view of the importance of the event both from the point of view of the motor industry and of the motoring public, is offering £1,500 in prize money. In addition, the R. A. C. are awarding to the winner the famous Tourist Trophy which was competed for in a great series of races run in the Isle of Man from 1905 to 1922, when the last road race was held in the British Isles. The prizes are:

1. To the entrant of the winning car the R.A.C. Tourist Trophy and the *Daily Mail* prize of £1,000.
2. To the entrant of the car that is second the *Daily Mail* prize of £300.

"As soon as we read the announcement in *The Daily Mail* this morning," said a representative of Messrs. Lea and Francis, Ltd., "instructions were sent to the factory to allocate cars for the race and start organising for the event. It will be a wonderful thing for British motor-cars to compete in Britain in an international race."

The Lea-Francis cars in the races will be of particular interest, as they are equipped with superchargers—a part of their standard equipment and thus allowed by the regulations.

The race is in effect one for cars of the seasons ahead. Models must be similar in important essentials to those in production, but makers are allowed latitude in the matter of incorporating experimental features. The supercharger may well become a normal feature of future cars. Anyhow, the race will test the value of this device.

A Fearless Driver.

One of these cars will be driven by Mr. Kaye Don, an idol of the Brooklands race crowds—a young and fearless driver who has recently come into the first rank of British racing motorists.

The next entry was from the Alvis firm. Two cars are to be run, and here again a development of great interest to the motoring public will be tested under the stress of a gruelling road race. Their cars are driven from the front wheels. This, it is claimed, increases stability and provides greater safety on treacherous road surfaces.

Alvis independent wheel springing on all your wheels, which many motor engineers and experts consider to be the next great step in motor design, will also be a feature of these cars.

THE WRONG OF GOING RIGHT.

Safety at Bends.

[By Capt. E. de Normandie.]

One of the many motoring queries continually "cropping up" in correspondence is that relating to the rights or wrongs of "road stealing" when taking a right-hand bend.

A reader who has been involved in an accident through so doing has asked me to explain the "accepted procedure" governing the situation. I can only say that the more fact that an accident occurred is strong presumptive evidence that he was at fault.

The basic rule, both under written and unwritten laws of the road, is that "road stealing" is solely permissible when the driver so acting has positive knowledge that no accident can be caused through such action.

If, therefore, an accident does happen through such an act, the driver is ipso facto responsible.

Safety First.

But that does not mean that either by law or sound practice a driver should not take the right-hand section of the road—or part of it—in known proper circumstances. Every expert and careful driver does so—but solely in the proper circumstances.

It is vital fully to recognise the all-important nature of that proviso. What is sound driving in correct circumstances becomes the most dangerous bad driving the instant the circumstances are not fully correct.

Let us take an obvious example of the correct type. Suppose you are climbing a hill with a right-hand bend immediately in front; but the road being a perfectly open one you can see it clearly for a quarter of a mile ahead and there is nothing on it coming towards you.

In such circumstances it is correct at law and sound in practice to take advantage of the camber of the road and go on the right-hand section for the bend, returning to the centre or left centre after so doing.

If you cannot definitely see enough clear road for you to be certain of safety in going on the wrong side, then it is definitely bad to move away from your left-hand section of the road.

The drivers of the two Alvis cars will be Major C. M. Harvey, who won the 200-miles race at Brooklands three years ago, and Mr. George Duller, who, in addition to being a famous driver, is one of the foremost steeplechase jockeys of the day.

Milan Cars.

The Italian entry is from the Alfa-Romeo Company of Milan, who have enabled that they are sending over two cars. They are both super-charged and are equipped with twin overhead camshafts, being a development of the models that won the world's championship in the Grand Prix races of 1924 and 1925. An English driver, Major Charles Cox, will probably be at the wheel of one of these cars and the other will be driven by Signor Marlononi, one of Italy's most expert and daring road race drivers.

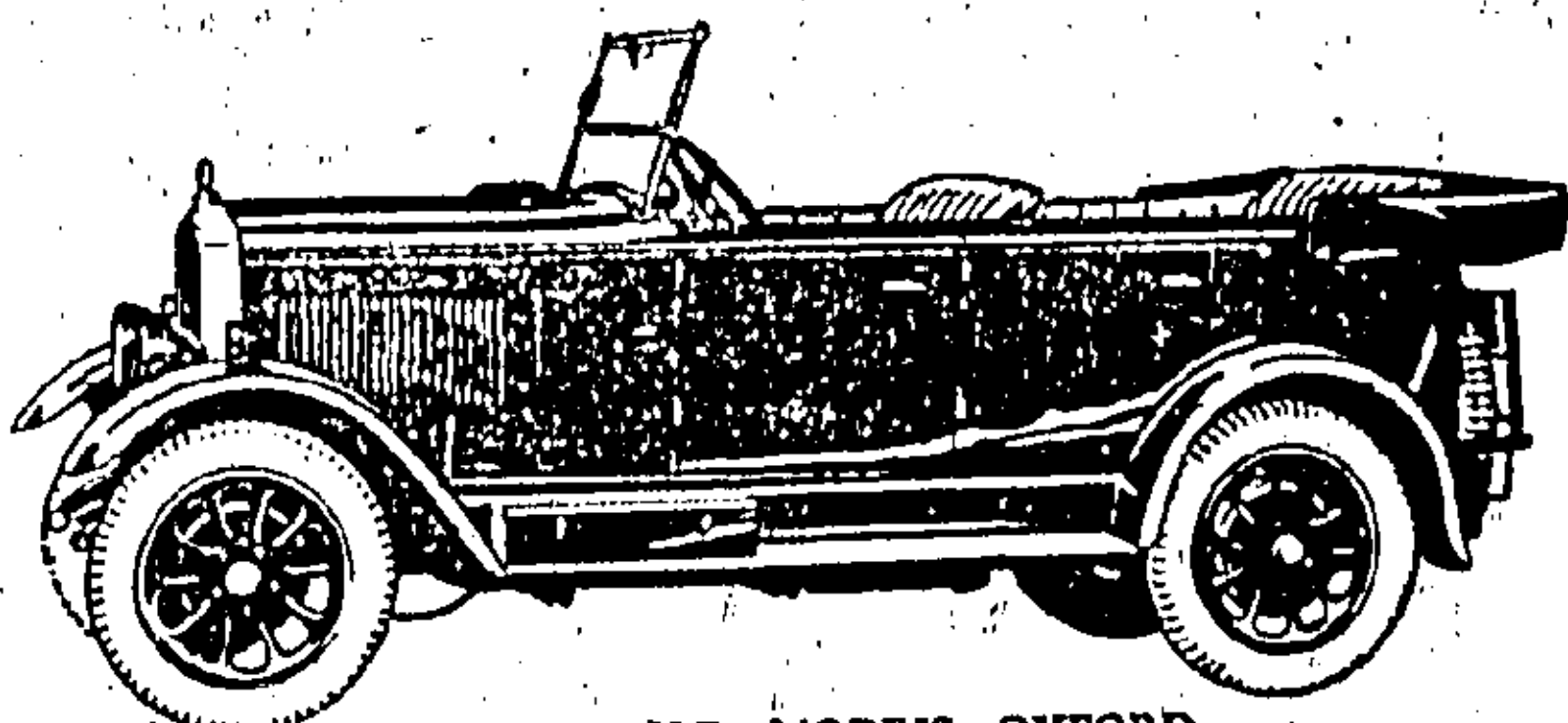
Mr. H. W. Purdy, well known at Brooklands, is entering an Alvis car as a private owner.

D. M. K. Marendaz, Ltd., are entering a Marendaz special to be driven by Mr. D. M. K. Marendaz, who is shortly to attempt world's records in this car.



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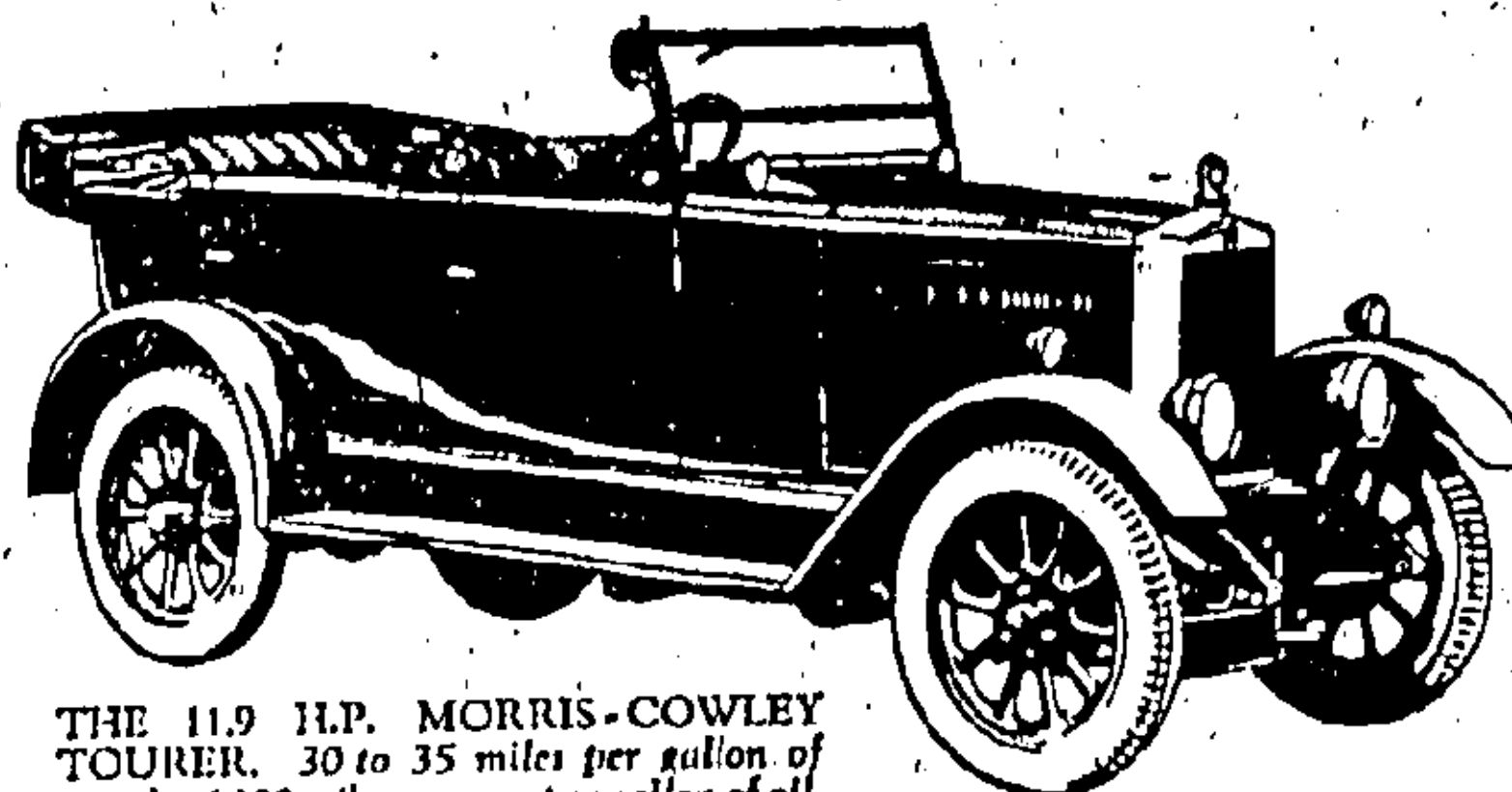


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Morris from the outset has built only high efficiency cars, and consistently through the years the power unit of the Morris has been more and more developed, towards greater efficiency, increased economy.

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"Hongkong Telegraph."

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

LEARNING A NEW GEAR-SHIFT.

Just at present more motorists than ever before in the history of motoring are being called upon to discard old and firmly established habits of gear-changing and to form new and radically different ones. The passing from the picture of the two speed planetary change-speed gear and the adoption of the standard gear-shift by several large manufacturers, who have previously used transmissions with differing shifts, is likely to put the purchasers of new cars to some inconvenience, chagrin and possible hazard. Operation is always somewhat risky and clumsy until gear-shifting becomes an instinctive subconscious act and it will take some time and practice before this result is secured. In the meantime, there will probably be many futile attempts at "pedal" shifting, by former planetary-gear habitués and many an engine may be stalled through following habits formed in driving one well known make, and slipping into high, to start from rest, when it is supposed that low gear is being engaged. It is to be hoped that not many operators of a very largely used car will follow the urge of the spinal cord and shift into reverse, to start ahead, thinking that they are engaging low. It will be hard to remember that low and reverse have "swapped" places, and very disconcerting to start backwards into the fellow behind, when the green light comes on. The only safeguard against possible discomfort and smashes is to go out on the open road and practice shifting until one's cerebellum has got the new procedure down fine. Don't go out into traffic until then.

Hydrometer Reading and

Temperature.

Question.—In testing the charge of a battery does it make any difference whether the liquid in it is very cold or warm and if so which way is the error?

Answer.—Most battery testers are intended for use and give most nearly correct readings when the temperature of the liquid is about 60 degrees F. If the liquid is very cold the reading is higher than it should be, by a substantial amount, thus indicating a higher state of charge than really exists. With the liquid hot, the instrument indicates a somewhat lower charge than really exists. Testers are obtainable, which comprise a thermometer and table, by means

of which the temperature correction can be made.

Lights Won't Go On.

Question.—Last night I tried to turn on the lights of my car and found that none of them would burn, although the starter would work perfectly. I went over the lighting circuits carefully, seeing that all connexions were tight and tested the bulbs, to be sure they had not burned out. There are no fuses on these lighting circuits. Where can the trouble be?

Answer.—Your car is equipped with a magnetic circuit-breaker, instead of fuses, to protect the wiring and battery against short-circuits and all lighting current passes through the circuit-breaker contacts. You may find that these contacts are dirty and do not hold the lighting circuit closed. The circuit-breaker is located on the back of the instrument board, and by reaching up and sliding the contact points over one another by hand, you may be able to clear them and restore the circuit. We assume from what you say that every other possible point where an open circuit could occur has been eliminated.

Starter Switch Adjustment.

Question.—What is the matter with the starter of my 1928 car? When I press the pedal, it seems to move as usual and I hear the gears strike one another, but nothing further happens. The lights don't dim, as they usually do, when the engine is actually turned over. The battery I know to be fully charged and I can see nothing wrong anywhere.

Answer.—The pedal of this starter performs two operations, first meshing the motor-pinion with the flywheel and then closing the switch, by means of an arm which is forced against the switch button. Probably the arm does not press the button quite far enough to close the switch contacts. Lift the hood and press on the switch-button with the finger, if this makes the starter motor revolve, as indicated by its buzzing sound, the only trouble is in the adjustment of the button, which should be rotated left-handedly about one and a half turns in order to cause it to be struck earlier in the movement of the switch-arm, thus causing the contacts to be positively closed. If pressing the button with the finger does not start the motor running idly, you better have the apparatus looked over at the service station.

PROTECTION OF TRADE INTERESTS.

Important Appeal
Pending.

London, Apr. 3.
The Appeal Court to-day allowed the appeal of three officials of the Motor Trade Association in respect of the judgment given on January 17th.

Lord Justice Scrutton said that the agreement, which was made for the reasonable protection of trade interests, had been pronounced legal. It was therefore not illegal to threaten to put a person on the "stop list" if it was legal to put him there.

Earlier Judgment.

[An earlier message stated:—An important decision in favour of the plaintiffs was given by a King's Bench special jury in a case in which a West End firm of motor traders sued three officials of the Motor Trade Association for damages for conspiracy and misrepresentation. It was alleged that the Association existed very largely to keep up the prices of motor cars, and if members or non-members sold a car below the protected price, they were liable to be placed on the "stop list." The effect of this was that they could not be supplied with any goods, because anyone not respecting the prohibition was himself liable to be "stop listed."

Tempted to Break Rules.

The Association, it was stated, was legally entitled to do this, but it was complained that they employed spies to discover if dealers could be tempted to break the rules. One of the Association's spies, in January, 1927, bought a car, and owing to his representations they agreed to waive the delivery charge, throw in a number-plate and allowed him the tax for a year, totalling £12. Plaintiffs were hauled up before the "stop list" Committee and were ordered

THE FORD CRANKSHAFT.

An Outstanding
Feature.

The crankshaft of the new Model A Ford is not only statically balanced, insuring an even distribution of the weight on each side of the centre line of the shaft, but is also dynamically balanced to insure an even distribution of weight throughout the entire length of the shaft.

Cut into two sections, either lengthwise or through the centre bearing, the difference in weight between each portion of a Model A crankshaft would be so little that the average scale would be unable to register the variation.

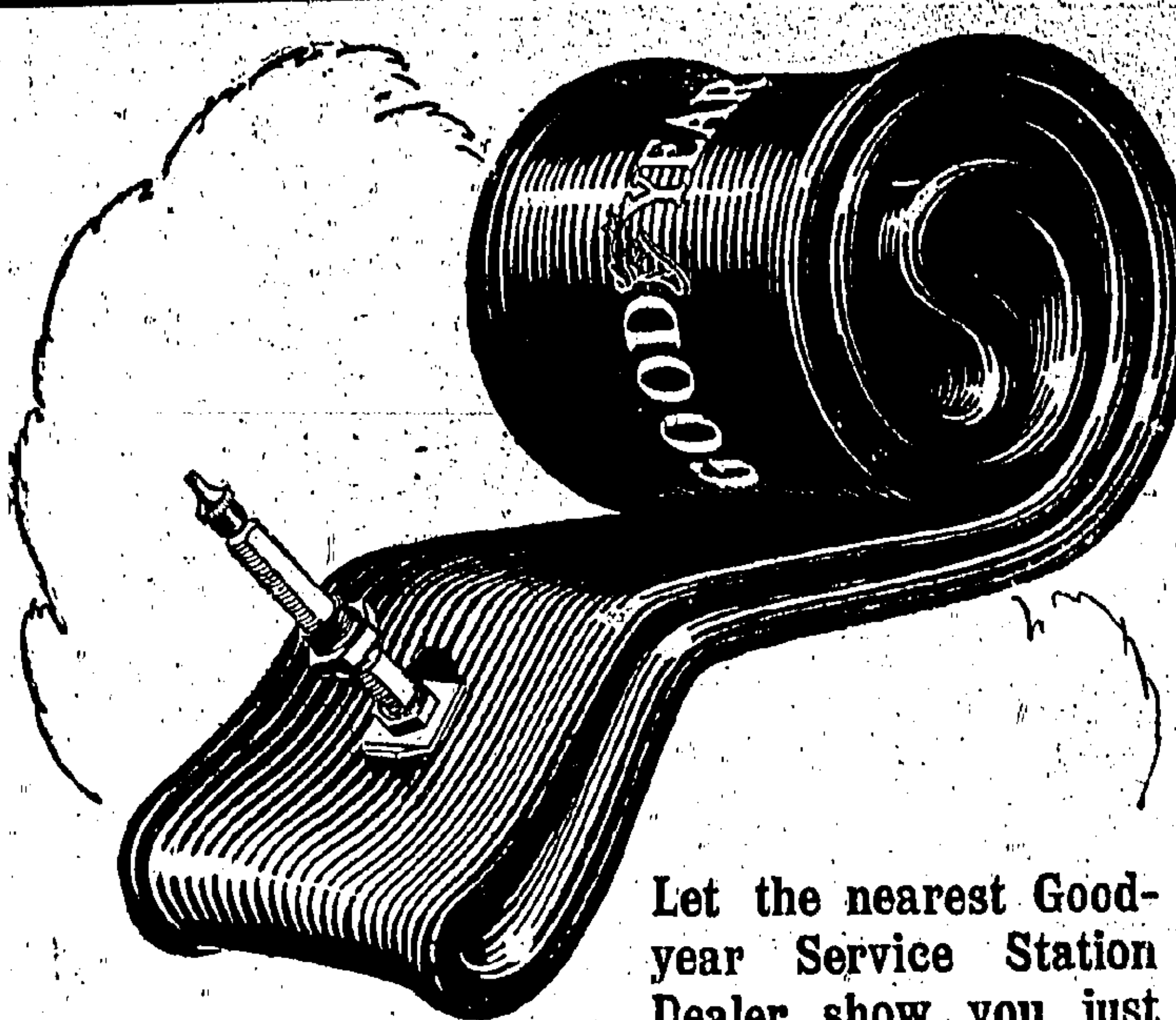
Being constructed of Ford carbon manganese steel, it is capable of withstanding a twisting stress of 60,000 pounds without the slightest effect, a strength far in excess of that required in the operation of the motor.

Its exceptional strength is tested by measuring torsional resistance with the force of 5,000 pounds pull on a twelve-inch lever without damage to the shaft.

Extreme care in manufacture and perfect balance of the shaft reduce the wear on the bearings to a minimum. Vibration is impossible.

There are three main bearings, each one and five-eighths inches in diameter. Centre and front bearings are two inches wide; the rear is three and one-eighth inches.

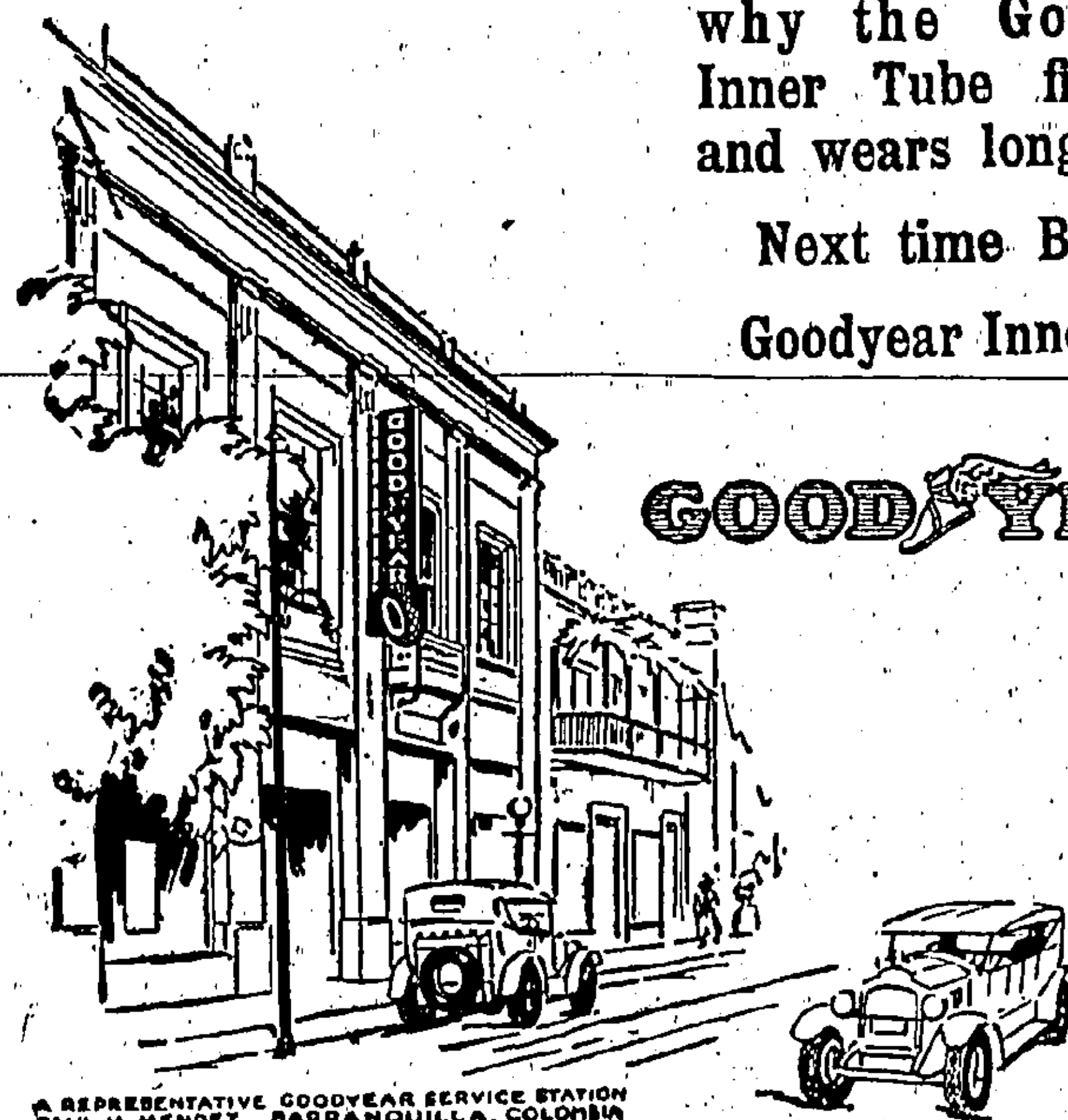
to pay £200 to the Association's funds. Plaintiffs paid £100, and then contested the legality of the fine. The jury awarded the plaintiffs £132, the full amount of their claim.]



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PRINCE'S BUILDING, HONGKONG.

CAPT. CAMPBELL.

Not Satisfied with 206
Miles an Hour.

Capt. Malcolm Campbell, the racing motorist, returned to England recently after having beaten the land speed record at Daytona, Florida, with 206.9 miles an hour. He was greeted in the Cunard liner Berengaria at Southampton by the Mayor of Southampton (Mrs. Welch), motor club officials, and a host of friends. Congratu-

lations were showered upon him.

But instead of returning in exultation, he gave the impression of being a rather disappointed man (writes a Motoring Correspondent). The fact is, 206 miles an hour is not quite fast enough for him.

Remembering the intention he expressed before leaving England to retire after breaking the record, I asked him about his future plans. He said:

I have not settled anything definite. You see, the car has much more speed in her.

When I beat the record I was out really only for a trial run. On

the second occasion sand conditions were none too good.

I want to get the best out of the car. It may be possible to do it somewhere in England. I would very much like to have another go.

Mrs. Campbell, who accompanied her husband, said:

It was a nerve-racking time. I have never been so anxious. The reaction is beginning to set in now. I am glad to be home, and I just feel I want a good rest.

When Captain Campbell arrived at Waterloo he was greeted by his mother and father, his little daughter "Pat" and his schoolboy son.

Studebaker

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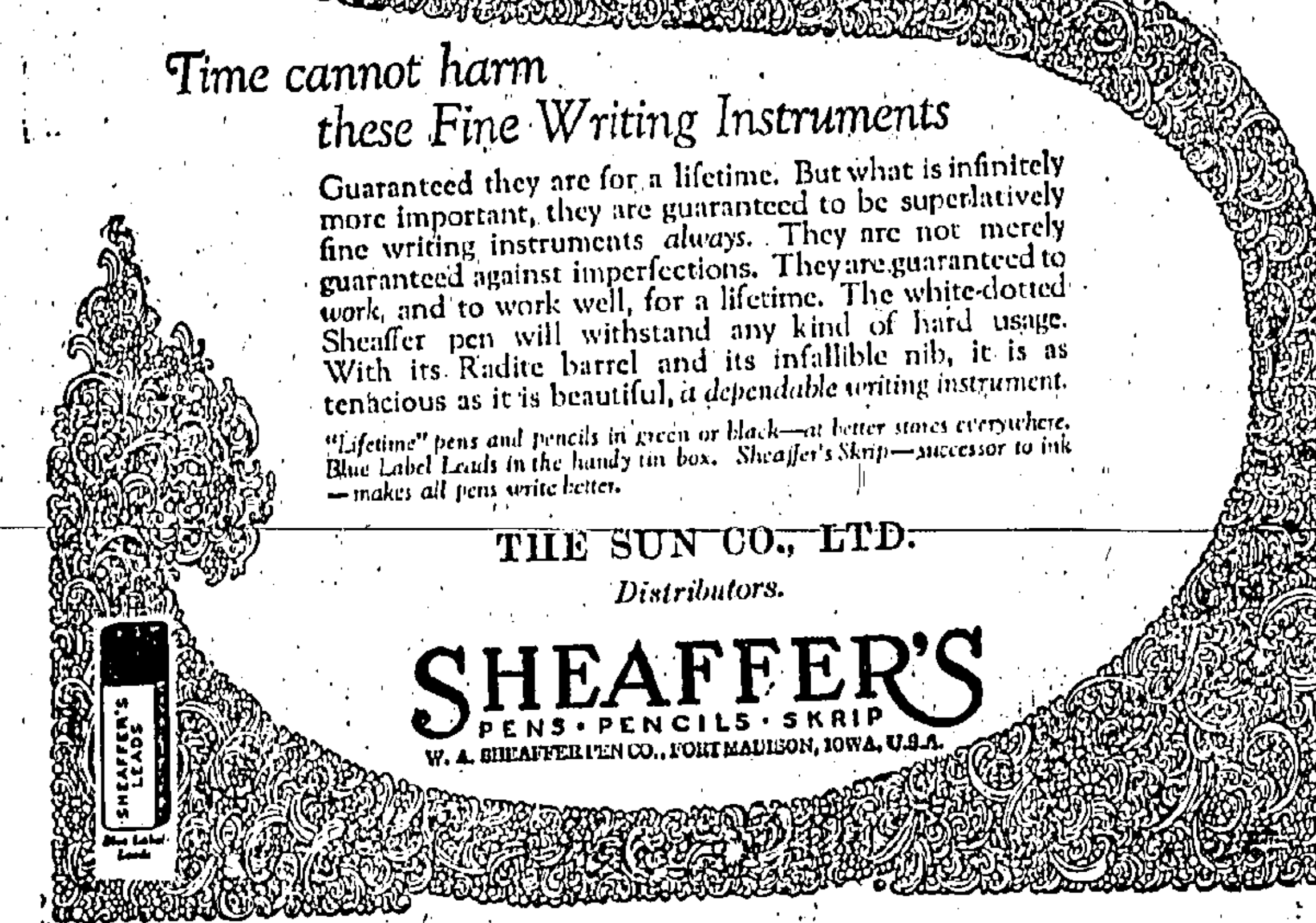
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"SHOWER OF ABUSE."

Mr. C. G. Ammon, M.P., Secretary of the Union of Post Office Workers, remarked, "I think Mr. Jones is perfectly justified in expressing indignation at the telegraph service being condemned by a report which, on the face of it, has not gone into the full facts of the case. It is an unusual thing

**"MOST MENACING
EVIL."**

"The abuse is deliberate, shameless, and actively propagandist. It constitutes a challenge to the Christian Church which we dare not ignore. The world wants desperately, not female priests and bishops, but Christian wives and mothers."

"I am perfectly ready and willing," he said, "to defend myself against any criticism in the proper place, which is the House of Commons. I must say that when for the first time for 40 years a Minister ventured to set inquiring on foot as to whether anything can be done to improve the telegraph service, the abuse which is showered on his head is not exactly an inducement for other Ministers to go and do likewise."

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for Sandwiches.**

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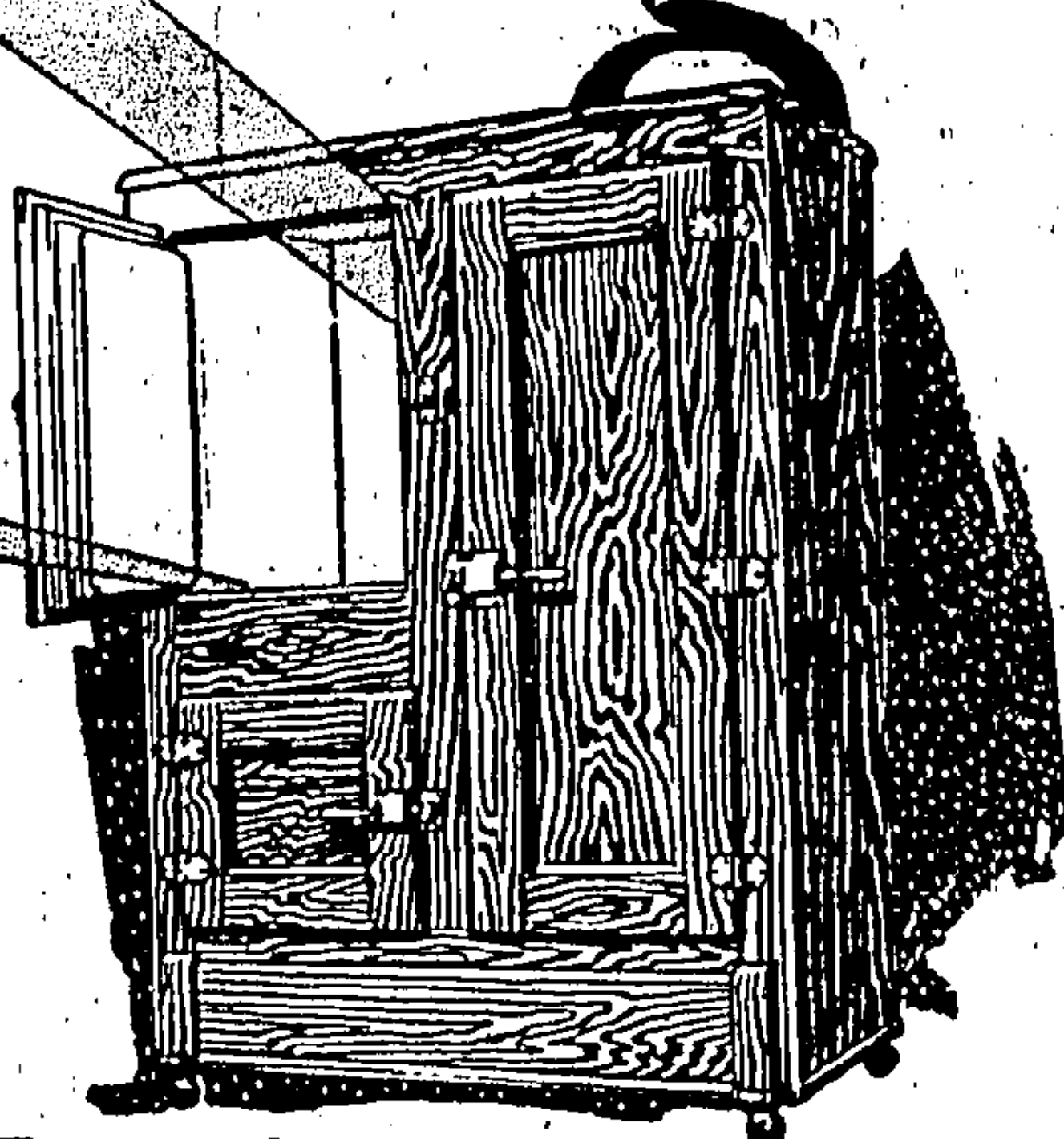
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By a boundary treaty which has been under consideration between Colombia and Peru since 1922, and which has been ratified, Colombia cedes to Peru the greater portion of the strip of territory known as the Commissioner of Putumayo. The immediate result of the arrangement is the reduction of the Colombia-Ecuador frontier to about one-fourth of its previous length. Henceforth Ecuador will face Peru across much of its eastern as well as its southern boundary.

We had been watching, the

So long as each individual officer is a law to himself, the re-establishment of order is impossible.

The engagement is announced of Lieutenant T. K. W. Atkinson, R.N., of H.M.S. Petersfield, to Molly, elder daughter of Mr. and Mrs. J. D. Carothers of Merion, No. 5, The Peak, Hongkong.

Sir Henry Pollock opened with a carefully read speech of welcome to the Governor. I have not previously had the pleasure of hearing Sir Henry, and I must say that I felt, with some slight disappointment, a lack of that forensic charm which is usually associated with the English Bar; but one light-hearted

2 What is our estimated national income to March 31 of the current year?

Group taken on the occasion of the recent inaugural function of the Euro-American Chinese Returned Students' Union, at the Roof Garden of the Hongkong Hotel. (Photo: A. Fong).

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Acme Steel Co., of Brooklyn, New York.

THE WORLD OF SPORT

LAWN TENNIS.

BRITISH PAIR ENTERS THE FINAL.

One of the longest three-set matches ever played in the Hongkong C.C. tennis tournaments was that between Hancock and Tottenham and the Ng brothers last evening. It went to 52 games before the English pair qualified to enter the final in which they will meet the winners of the match between the Rumjans and Majors Lucas and Stevenson.

Play yesterday was not of a very high standard, but the tie proved a very close struggle. Hancock played one of his best games and was smashing and serving well. His driving won the pair many points, but he did not receive the support usually expected from Tottenham. The latter, however, was responsible for some good shots during critical stages of the game.

Mr. Sze-kwong was steadier than his brother and to a certain extent played a lone hand. Towards the end of the match he attempted to cover his brother's court as well as his own and although his efforts met with success on occasions, he found his methods slightly expensive.

The younger of the two brothers was content to return the ball without making an attempt to "kill." His lobbing left much to be desired, although he was not alone at fault in this department. His brother lacked the precision of former days.

The Chinese pair had quite a substantial lead in the first set, the scores at one time reading 4-1 and 5-3, in their favour. The English pair equalised and until "13 all" was called they were always down the odd game. They won the next two sets fairly comfortably.

The full scores were: Open Doubles—H. R. B. Hancock and Dr. R. E. Tottenham beat Ng Sze-kwong and Ng Sze-cheong 13-11, 7-5, 7-5. In the Club championship Major Stevenson beat G. C. Grove 6-2, 6-4, 6-1 and now meets S. E. Green. Club Championship—Major W. B. Stevenson beat G. C. Grove 6-2, 6-1, 6-1.

Ladies' Event.

Since her arrival in the Colony Mrs. R. E. Tottenham has proved conclusively that she is the best lady player in Hongkong and yesterday she added further to her laurels by winning the final of the hard court championship of the Ladies Recreation Club.

This tournament is not the main event of the L. R. C., but is run bi-annually with the grass championship, which is the chief tournament of the year. The match yesterday was between Mrs. Tottenham and Mrs. O. C. Womack, who was outplayed by a much superior opponent. In the two sets, Mrs. Womack only managed to take one game, the score being 6-0, 6-1.

LOCAL REFEREES.

ARMY FOOTBALL ASSOCIATION EXAMINATION.

At a recent local Examination the following candidates passed, and are granted certificates as Class III Army Association Football Referees: Sgt. F. Toms, 12th H. Bty., R.A.; Sgt. C. Clark, 5th H.K.S. H. Bty., R.A.

Lt. Sgt. A. Thornton, 2nd Bn. Scots Guards.

Lt. Sgt. D. Wright, 2nd Bn. Scots Guards.

Cpl. W. Hunt, Detachment, R.A.O.C.

Pte. J. Pritchard, Detachment, R.A.O.C.

Pte. E. Snod, 27th Coy, R.A.M.C.

Lt. Cpl. C. Sheard, 1st Bn. Queen's R. Regt.

Cpl. C. Pearce, 1st Bn. Queen's R. Regt.

Pte. F. Farnsworth, 1st Bn. Queen's R. Regt.

Pte. G. Crafts, 1st Bn. Queen's R. Regt.

Pte. G. Winsor, 1st Bn. Queen's R. Regt.

Pte. F. Landale, 1st Bn. Queen's R. Regt.

Pte. T. Jacques, 1st Bn. Queen's R. Regt.

Cnr. F. Hodgkinson, 20th Light Bty., R.A.

The following candidates passed the written and oral examination but have still to pass the practical test: Lieut. G. F. Fleetwood, R.A., 20th H. Bty., R.A.

Lieut. H. A. Otten, M.M., R.A., 20th H. Bty., R.A.

Sgt. A. G. Mias, 20th H. Bty., R.A.

Pte. J. Barnes, 27th Coy, R.A.M.C.

Pte. J. Parker, 2nd Bn. K.O.S.B.

Any serving soldiers desirous of examination for classification as Army Referees, and any ex-soldiers desirous of registering with The Army Football Association, should communicate with Capt. A. W. Austin, M.C., M.M., R.A. Hon. Secretary, Army Referees Committee, B. C. Command, R.A., Mess, Kowloon.

VALEDICTORY.

DEPARTURE OF MR. J. C. LYAL.

Kowloon Cricket Club is losing one of its most popular members to-day, when Mr. J. C. Lyal leaves for home by the P. and O. s.s. Morea. Mr. Lyal came to the Colony just over three years ago to take up the position of assistant naval store officer at the Naval Dockyard. Shortly after his arrival he joined the Kowloon C.C. and has since been prominently engaged with every phase of its activities.

He is chiefly as a cricketer that he will be remembered, in which connection he had the distinction, whilst Captain of the Club, of leading the team to victory in the first division of the League during the season of 1926-7. That was an achievement of which he feels justifiably proud. He is a useful batsman and a bowler of considerable merit. Although he had not the honour of being selected to represent Hongkong in Interport cricket, he appeared in several trials. For two seasons he helped the K. C. C. to win the second division shield in the Lawn Tennis League, and he has also regularly taken part in the tennis tournaments.

In Club life generally he will be much missed, and the good wishes of all his old K. C. C. friends, and of his many other acquaintances in the Colony, will go with him when he leaves, with Mrs. Lyal and his daughter, to-day for home.

Last Night's Presentation.

At the Kowloon Cricket Club last night, Mr. Lyal was the recipient of a parting gift of a silver tea service, subscribed for by the members. The presentation was made by Mr. R. E. Lindell (the President). In asking Mr. Lyal to accept the gift, Mr. Lindell said: "The K. C. C. seems to be passing through a rather unfortunate time at the moment in that we are losing one of our best athletes and most ardent supporters. First, Capt. Burt, and now I regret to say we are losing John Lyal. I have heard Mr. Lyal's official record. He joined the Club on the 6th November, 1924, proposed by Messrs. Burford and Robinson. He played cricket for the Club that season, and the following season, 1927, he was Captain, and since he became Captain he has served continuously on the General Committee. This is his official record, as presented to me by the Hon. Secretary. But I think we can go a little further than that. During his three and a half years here, Mr. Lyal has worked heart and soul for the advancement of sport and especially of cricket in this Club. Last year he had the satisfaction of leading us to victory in the Cricket League. (Applause). Now and again in the past we have had good cricketers here, but alas, they have not been particularly good sportsmen, but in Mr. Lyal we have found that ideal combination—a fine cricketer and a fine sportsman." Mr. Lindell went on to say that half an hour before, after a very strenuous tennis match, he parted from Mr. "Djek" Hancock in the Hongkong Cricket Club, and Mr. Hancock remarked what a lot Mr. Lyal had done for the K.C.C. in the cricket world. Cricket was not Mr. Lyal's only love. He had been a wild enthusiast at tennis and lawn bowls. (Applause). They were all extremely sorry they were losing his services and they wished him the very best of luck, long life and prosperity and everything his heart desired. (Applause). Mr. Lindell then made the presentation, and expressed the hope that it would always remind Mr. Lyal of his stay in Hongkong and of his connection with the Club. (Applause).

The health of the departing member having been drunk with musical honours, Mr. Lyal replied. That, he said, was the most unhappy moment of his life. He regretted very much he was leaving such a lot of good friends. He did not know he was nearly such a nice fellow before. His chief association with the club had been in cricket, but he had also played bowls, and he had also been a very honest and hard worker. He must admit the maximum of skill was not so much essential as the ability to participate in a team shake (Laughter). "I shall never forget this Club. It is the most extraordinary thing I have ever been in. (Laughter). The comradeship you find in this Club can never be found anywhere else." Mr. Lyal proceeded to relate several interesting reminiscences of his association with the Club, and concluded by saying that a better set of sportsmen and lovelier he had never met in all his life. (Applause).

LOCAL HOCKEY.

WANDERERS v. 3/15TH PUNJABIS.

Those teams meet on Marina Ground 5.30 p.m. on Wednesday. The Wanderers will be represented by—F. B. Nicholls, A. P. Farquharson, D. Lyon, E. J. R. Mitchell, A. A. Dand, (Capt.), J. P. Murray, H. Owen-Hughes, F. G. Wheeler, E. D. Lawrence, W. Woodward and K. Batger.

PLOUGHSHARES.

(Continued from page 9.)

characters. He emphasized the importance placed on this business of character moulding by the adherents of the public school principle, and urged parents on the one hand, and the masters of the school on the other, to stake their courage and their faith on the future of their charges, and not to neglect that discipline without which the value of the new learning will be offset by the looseness of the frame in which it will be displayed.

There is still, apparently, a reluctance amongst Chinese parents to trust their boys to the unsympathetic guidance of other and perhaps coarser natures. One's attention is momentarily diverted to the contemplation of some of our English parents, with their almost hectic anxiety to dispose of their children in the nursery, schoolroom, creche, or school, according to their walk in life.

Mr. Young Sze-keung, the senior prefect, with a few quiet and courteous words, presented the Governor with Chinese Poems composed for the occasion by Chinese students and received in return His Excellency's congratulations and a western handshake. And then followed the principal event of the day. With the application of some fresh cement from the ubiquitous baskets, the creaking of a hidden windlass, the hovering superintendence of a round and amiable Chinese gentleman whom I took to be Mr. Lam Woo, the contractor, the great stone was lowered into place, tapped twice by an elegant mallet, and declared "well and truly laid." I was glad to see that Sir Cecil was not taking any chances with the masonry and smoothed the mortar all over himself with his silver trowel.

And then in the perfect English of which he is master, with no notes nor ever a hitch or stumble in his unfaltering diction, our learned Governor delivered himself of a succinct opening address, laying stress on the "public school spirit" which is to be the guiding principle of this new historic venture, and wishing it the success which it deserves. With dedicatory prayers in Chinese and English, and votes of thanks, also in the two languages, proposed by two old boys, Li Hoi-tung and Mr. T. N. Chau, the proceedings concluded, and the chairs were moved over to the waiting tea-tables.

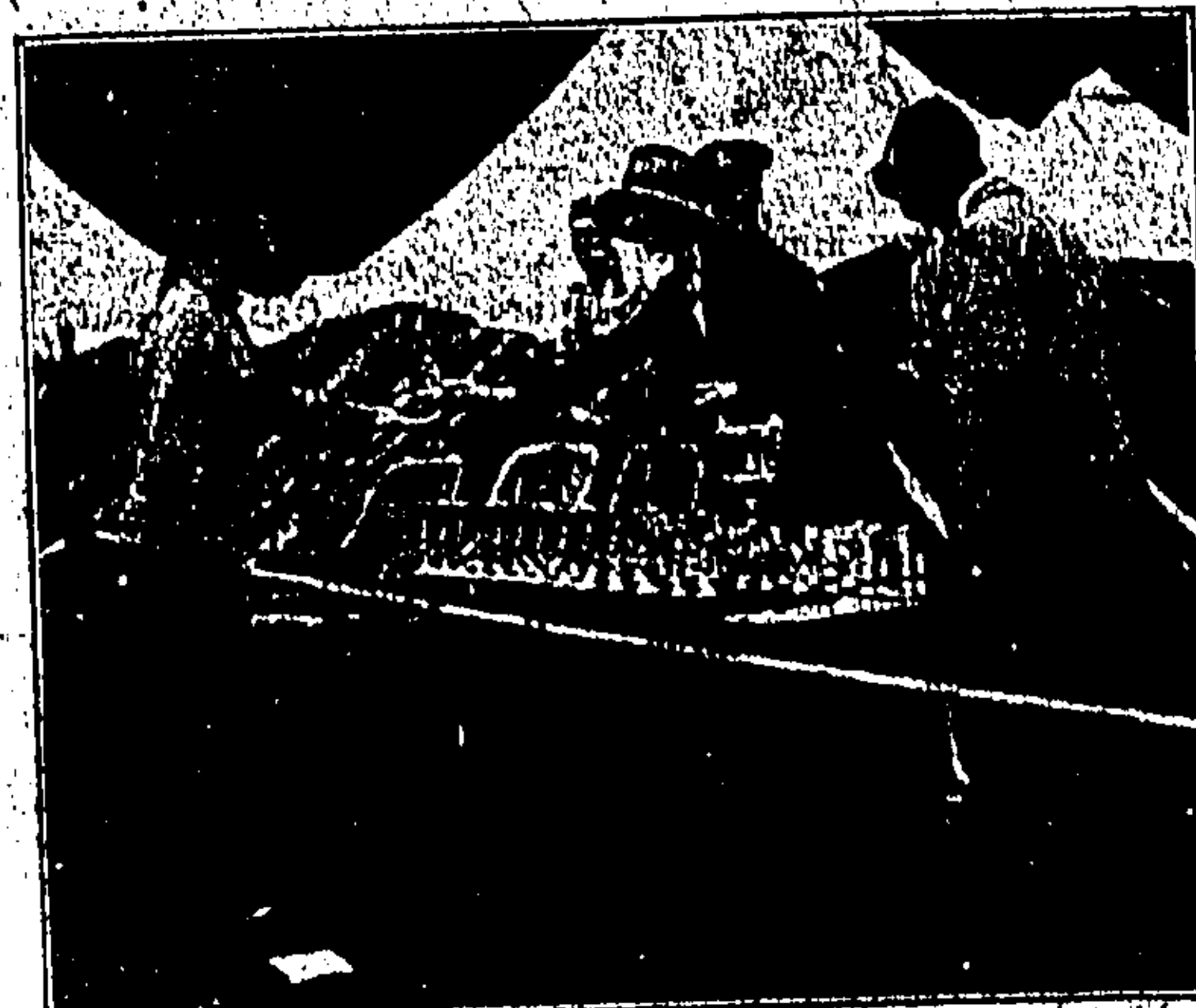
A cheerful spot occurred in the concluding speech. Mr. Chau was referring to the prospect of commencing work on the second building of the school, a hostel for staff and boarders, and expressed the hope that the necessary \$150,000 would soon be forthcoming. Several points in his speech had been applauded previously by all and sundry, but in this case one man in particular was so ready with commendation that further comment seemed superfluous. We sought behind the speaker for the round cheerful face and the appreciative clasp of Mr. Lam Woo, the contractor.

We left the fine, balmy air of Stanley Peninsula and drove home through the mist clinging to the island heights, with the feeling of having launched something of a new adventure. It is a great and curious thing, this reaching out to new knowledge, and presumably new ideas, by representatives of a civilization which can with justice look on ours as a form of barbarism. We may, perhaps, be excused a hope that in their search for the new they will not lose sight of the old. The world cannot afford to lose those traditions of humble greatness, the coherence of a race of so many million human creatures with similar beliefs, ethics and art, and that instinctive love for intellectual peace, which is, or at any rate has been, China. P. L. J.



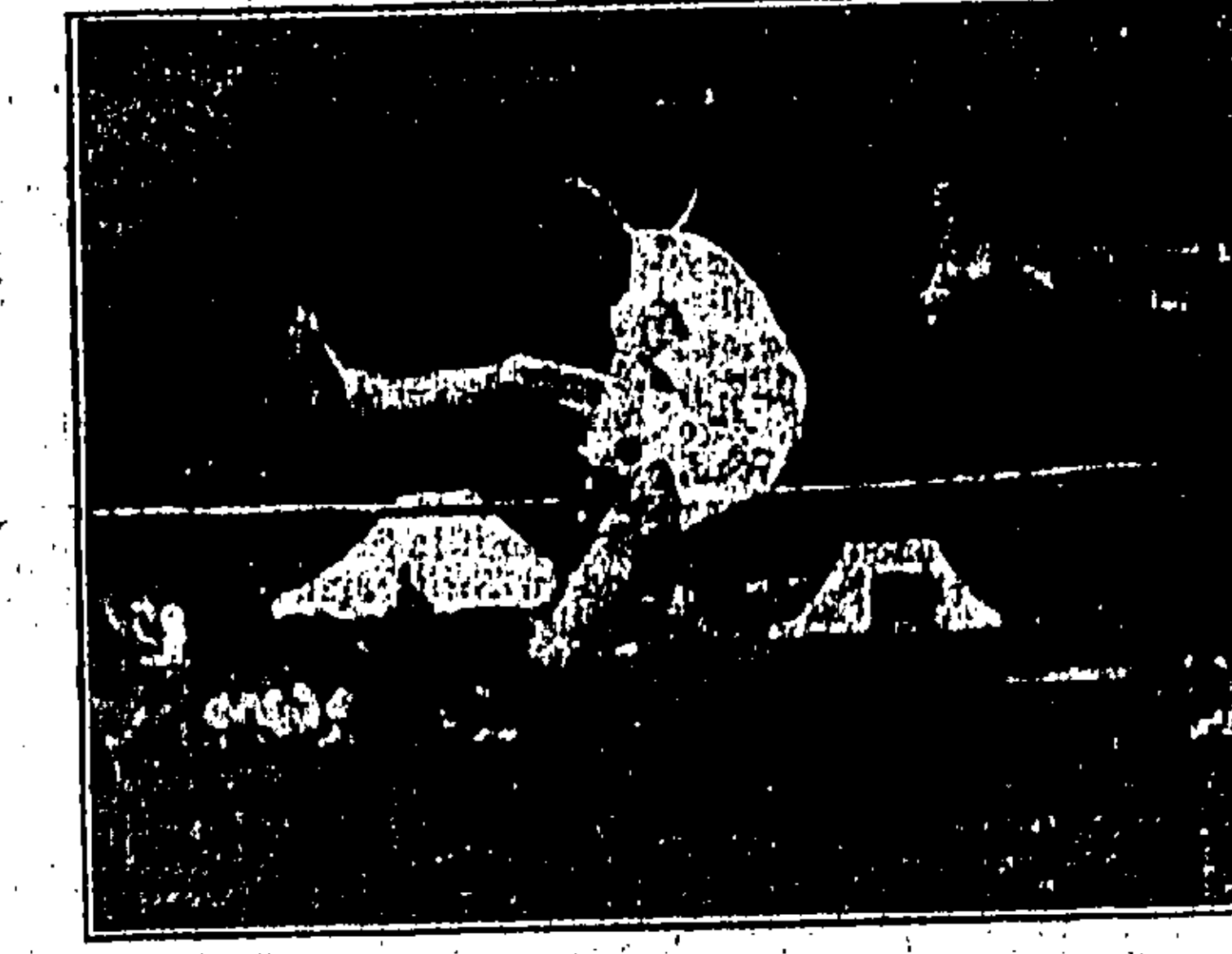
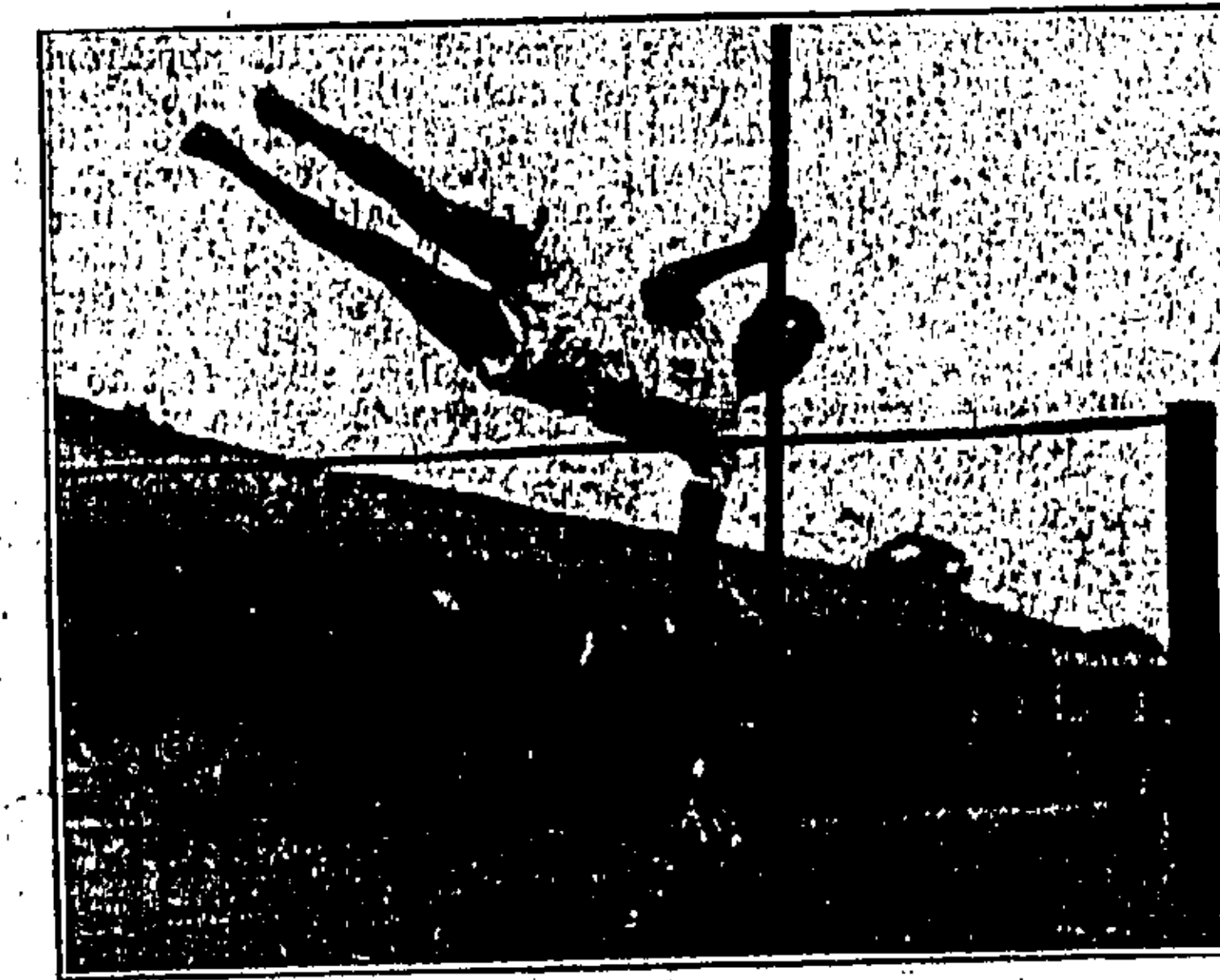
Winter used to mean red flannels, but now we escape without a scratch.

THIS WEEK'S MILITARY SPORTS.



Above, Mrs. Luard is seen distributing the prizes at the South China Command sports on Thursday, whilst below is one of the competitors in the Discus Throwing event. (Photos: Mee Cheung.)

TWO "OVER THE TOP" PICTURES.



Two snapshots at the South China Command sports at Sookunpoo. Top, the pole jump; bottom, the high jump. (Photos: Mee Cheung.)

OUR DAILY TALK ON HEALTH.

ATTENTION TO FLOORS OF SHOPS.

ADVICE TO EMPLOYERS.

Investigators of personal hygiene have found that too little attention is given to the floors in both mercantile and manufacturing establishments.

Strangely enough employers who stand on heavily padded, soft carpet complain more of aching feet than those who stand on concrete or stone floors.

Moreover, carpets collect dust and require constant vacuum cleaning, which unfortunately is too seldom given to them. A thick padding under the carpet has too much give and makes the feet burn.

Cold and Nasty.

Concrete, marble and tile are cold and tire the feet because they have no give. They are noisy since they echo sound and they are dangerous because they become slippery with moisture.

Wood makes a good floor, but it tends to crack and collect dirt, and cannot be easily cleaned. When wood floors are heavily waxed, their appearance is improved, but at once there arises the dangers from slipping.

The newer type of flooring containing rubber or cork have been developed in response to the demand created by difficulties with floors of the materials mentioned.

Factor in Fatigue.

Noise has been discovered to be an important factor in producing fatigue. A proper type of floor is an aid to the control of noise. Noise results from echoes arising in desks, walls and ceilings, as well as floors.

The use of porous tiling and the covering of walls with felt or other padding are of great aid in the absorption of unnecessary noises.

The floors of a store, if it is a modern mercantile establishment, are cleaned daily so that wastes soiled with the excretions and refuse of human beings do not accumulate. Sweeping should not be done dry, but with some kind of a dustlayer so that the hazard of dissemination of dust into the breathing tract may be avoided.

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OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, March 15. This week I am giving you a selection of smart millinery for the forthcoming season for the "maid" (as the shops call her) although there is really very little difference these days in sartorial matters between maid and mother. There is, as you will observe, a strong tendency to have the trimming at the front. The first hat I had sketched for you was in the model bright green straw—green by the way, is a very popular colour for everything just now—even "undies"—trimmed with gros grain ribbon, and having long streamers down the back. The next one was a particularly becoming drooping model in a somewhat prim fashion, making the hat suitable for wear with a walking dress if necessary, or even a costume. The hat on the extreme right was a large capeline of powder blue, trimmed with satin ribbon and a large bunch of daisies, shaded pink at the tips and placed at the front, giving an attractive blend of extreme artlessness mingled with sophistication—a combination which every modern maid desires, surely! If there is a pig-tailed maid left in the world—and I hope there is, for pig-tailed maids have an attraction all their own this is just the model for her; although, of course, there is no reason why the shingled and shorn ones shouldn't look very well in the same type of hat.

de chine, you will find you have a delightful top for wear under a filmy gown. On such a design, I think the ribbon or crepe de chine—albeit more lasting, perhaps—looks a bit "sudden."

Is That So?

Our sketch this week is of that most adorable Parisian actress—Yvonne Printemps—the wife of Sacha Guitry, son of Lucien Guitry. Sacha is not only an actor, but a playwright, and to think of the French stage is to think of the Guitrys—*père fils* and Yvonne; an irresistible trio. The last time they were in this country they—or at least Sacha and his wife—played in "Mozart" at the Gaiety Theatre, and the stalls cost extra—but we did not grudge it!

It is a great tribute to feminine oratorical powers—not to say



Vanity Street.

Stephanie's contribution this week is just a modest little suggestion for cami-knickers for the warm weather, consisting of pale green silk and ceru lace. The most novel feature is the manner in which the lace is incorporated into the skirt with very dainty effect, rendering them what one might call diaphanous. Unless one wears silk combinations under such a garment, I think this is a case for little silk trunks with the silk vest—but *chacun a son goût*! Don't forget, if you are manufacturing these yourself, that there should be deep lace in the camisole part to balance the lace of the skirt. You require, in fact, almost as much lace as crepe de chine; and if you substitute matching insertion for the shoulder straps instead of ribbon or crepe

feminine self-confidence—that two of the members of the Junior Imperial League (otherwise fondly known by the Conservative Party as the "lumps") who spoke on Saturday last, in front of 8,000 people in the Royal Albert Hall, when the Prime Minister addressed a great rally, were girls still in their teens. Of course as a set-off against the inexperience of these intrepid girls, one must put that glorious self-confidence which comes with youth. Normal youth—as opposed to the excessively shy and retiring about which the psychoanalysts concern themselves—has not faced the world long enough to realise that there are critics behind every bush, and believes that people are too kind-hearted to find fault with it, provided it is doing its best. Protected, maybe, by this "invulner-

MOONLIGHT DRESSES.

QUEEN OF AFGHANISTAN'S MAGNIFICENT JEWELS.

Flashing jewels, dresses of softly shining silk, colourful uniforms, subdued music, all contributed to the splendour of the banquet to the King and Queen of Afghanistan at Buckingham Palace.

The Queen of Afghanistan's dress was of silver tissue overwoven with gleaming sequins, the effect in the brilliant lights of the Banqueting Hall being of moonlight on water. In her brown hair was a magnificent diamond tiara and she had ropes of diamonds about her corsege.

Her arms were encircled with diamond and sapphire bracelets. Queen Mary wore a wonderful dress of silver chiffon tissue with an overdress of paillette shading from opal to the softest Persian blue—a dress that was a symphony in subtle hues.

The fiery light of her jewels seemed to flow into and blend with the colours of her dress. Round her throat glittered rows of diamonds, and on her breast shone the "Lesser Stars of Africa"—those lovely fragments of the great Cullinan diamond which were made into a necklace when the marvelous stone was cut for inclusion in the Crown. King Edward presented it to Queen Alexandra.

Her Majesty's adornments included also the famous Koh-i-Noor diamond, a tiara, and the ribbon, star, and collar of the Almar-i-Ala—the highest Afghan order—which was conferred on her Majesty by King Amanullah on his arrival at the Palace.

The King, who was in the uniform of Admiral of the Fleet, sat at table with the King of Afghanistan on his right and the Queen of Afghanistan on his left. Queen Mary sat beside the King of Afghanistan, and next to the Queen of Afghanistan was the Prince of Wales.

Powder Bowls.

There is a distinct note of spring in the new powder bowls that are made of opaque glass, with glass flower lids. Bowls of green have most realistic primroses, with leaves, or kingcups with their deeper gold, to form the cover. Deep blue bowls have lids made from a bunch of tiny blue violets, while those of dull rose are topped with pansies, pale and deep velvety ones, or a few wild roses, most life-like in their fragile beauty and delicate tinting.

Water-Proof Bags.

Handbag manufacturers are the latest folk to take into consideration the vagaries of the English climate, and in their wisdom they have produced a brochure that remains unspotted and unspoiled after a shower of rain. This undoubtedly is a useful advance, for an ordinary bag of silk brocade is a sorry sight after a downpour. These water-proofed bags are made in a variety of patterns and shades.

A NEW AND DAINY PARISIAN PARASOL.



Most intriguing is the new square-shaped parasol, especially when it is gold-yellow silk mesh with gay coloured flowers embroidered on it. The handle is carved ebony, fashioned so Missy can conveniently hold on to it.

BLUE SHOES.

FASHIONS PAGEANT OF FOOTWEAR.

Women will wear blue shoes this spring. The artists who adorn women's fashions have ordered this, and their handwork—shoes of almost every shade of blue—is now reflected from a thousand shop windows in London.

They are wonderful shoes indeed! In a favourite Bond-street shoe shop, dark blue Court shoes, hand-painted with tiny violets, vie, with soft blue shoes of interwoven shades. In other shoe shops blue shoes are to be seen in different types merging from pale hyacinth blue, that promises an interesting finish to a summer frock, to deep navy.

A shoe expert gave a forecast of the appearance of women's feet during the spring and summer months to a *Daily Express* representative recently.

"Blue of every conceivable shade will be worn, but the favourites will I think, be shoes of Lido, azure and Air Force blue," he said.

Snake Skins. "Crocodile and snake skins will change their natural colours to comply with fashion's decree, and lizard are appearing in chameleon-like colours of blue and pink."

"Sportswomen will like the monk shoe, a tongue shoe with a single strap fastening that gives the foot a long appearance."

"The Burma sandal has superseded the old Charleston shoe, and in the summer a wooden sandal encased in bright colours with fancy leather strappings will be a favourite."

"The price of skin shoes, which is so much lower than it was last year, indicates that they are not quite so fashionable as they were. This is partly due to the fact that the reproductions have grown remarkably like the originals."

"Trimings are placed across the shoe in the new models instead of running from heel to toe."

NEW CAMI-KNICKERS.



Cami-knickers in pale green and ceru lace, the latter forming a large proportion of the garment, as shown, especially in the skirt.

WOMEN DOCTORS.

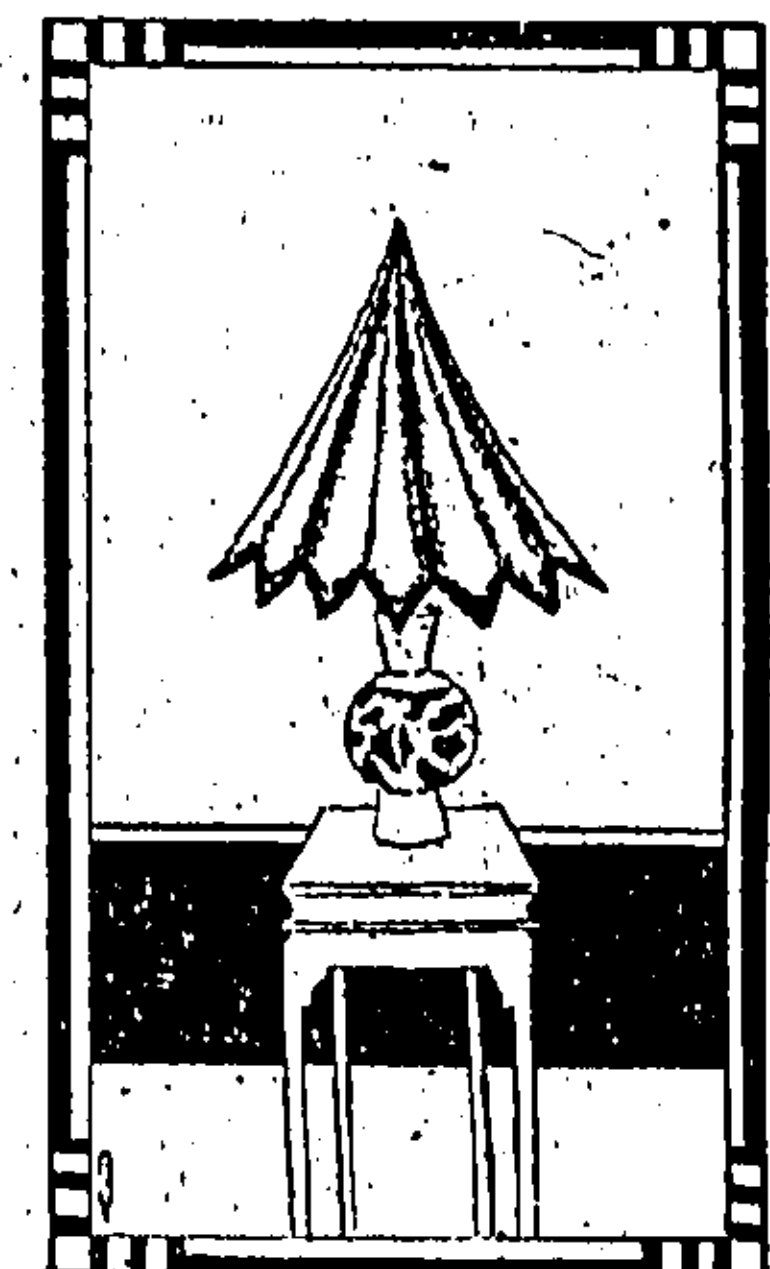
UNABLE TO FIND WORK.

The example of the Westminster Hospital, which recently decided to train no more women medical students, is likely to be followed shortly by Charing Cross Hospital. If this step is taken, only the Royal Free Hospital (where all the students are women), King's College Hospital, and University College Hospital will be open to women students.

An official of the Charing Cross Hospital said to a *Daily Mail* reporter:

As in the other hospitals, ours was a war-time arrangement. The number of the younger women who have applied has greatly dwindled in the last two years, so much so that at the present rate the problem will solve itself, for there will be no women applicants.

The trouble is that after their course they often cannot find work.



A conical lamp shade on an open-work crocheted base typifies interior decoration's latest whim.

BEAUTY NOTES.

BY A FRENCHWOMAN.

Exaggerated slimmness is not beautiful. The present silhouette of woman is a disgraceful caricature of the ideal female form.

Cleopatra explained confidentially that the beauty on which her devastating reputation was built was due to the fact that she had nine hours sleep every night.

Helen whispered that perfect nutrition had enabled her to maintain a sweet disposition during the more trying periods of the Trojan war.

A Cave-Woman, clad in a brief tunic, and a great many beads, would, were she alive to-day, exhort her women friends to stick to the simple life.

The premature death of Elaine, the "Lily Maid of Astolat," was attributed to lack of good spinach.

The fashionable figure of the moment corresponds neither to that of Venus, nor to that of Diana. It tends towards emaciation, and it is brought about by deliberate and continuous deprivation and starvation. By frequent hot baths, Turkish baths, massage, the "squeeze," and the strapping of the body, and by rubber corsets!

BRAID LACE CAPS.

FASHION STEPS INTO THE PAST.

If the devotees of fashion are not careful, women will be wearing caps again as of yore—indoor caps of lace and ribbons and other milliner's confectionery.

Already caps, usually of the skull variety, but occasionally in other shapes, are prominent for women's wear at theatres and on other dress occasions, and much ingenuity is shown by the designers.

The latest idea is a little cap of ivory or coffee-coloured braid lace, exactly like the old-fashioned lace which years ago was used for making cushion-covers, table centres and other articles of soft furnishing for household decoration.

These lace caps of to-day look very modern and have no lining. When the wearer's hair is pretty the effect through the lace is extremely attractive.

These little caps are likely to be seen out of doors during the brighter days, sometimes accompanied by a large flower of braid lace on the shoulder of the dress. At present they are chiefly being worn at dance teas and matinees.

THIS WEEK'S RECIPE.

ORANGE MOULD.

Grate the rinds of three oranges and squeeze the juice from enough oranges to obtain $\frac{1}{2}$ pint. Soak $\frac{1}{2}$ oz of gelatin in a gill of water, put it into a pan with the orange rind and juice and 6oz. of caster sugar, stir over the fire until just on boiling point. Cool slightly, add the beaten yolks of two eggs, return to the fire, and stir until the eggs thicken, but on no account let the mixture, or the stiffly-whipped whites of the eggs, and put into a wetted mould. Turn out when set.

THE NEW STOCKINGS.

NEW DECREES OF FASHION.

Some of the most bizarre fashions ever conceived will be worn by women this year, according to the dress experts at the Drapery, Textile, and Women's Wear Exhibition, opened last month by the Lord Mayor, Sir Charles Batho, at the Royal Agricultural Hall, Islington.

Three typical fashions are: Skull caps that hide the last remaining vestige of woman's hair. Sports costumes with geometrical designs, and with necks deliberately askew.

Stockings with brilliantly coloured heels.

"Not since the days of bewigged Georgian ladies have women concealed their hair," it was stated by a member of the firm displaying the gold and silver tissue skull caps.

"The caps mostly have picturesque ear pieces that hide the ears, too. Women will wear them instead of evening scarves at theatres, and even at private dinners. They are going to be most fashionable."

Crazy Sports Wear. Fashion has, literally speaking, gone crazy so far as sports wear is concerned. Mannequins paraded one hall in jumpers in which the necks were purposely crooked. In one jumper, for instance, the V, instead of coming in front, was twisted almost round to the shoulder.

There is a craze for applique and for patchwork—on jumpers, on coats, on hats. Some mannequins were wearing sports jumpers and coats boldly marked out in brilliantly coloured circles, triangles, and diagonal stripes. One model was outlined in orange triangles and rising suns.

For morning and afternoon wear, skirts are to be barely to the knees. So the latest stockings, instead of having clox or embroidery to draw attention to ankles, are ornamented with hand-painted roses or with clox on the knee.

Two-colour stockings are the rage in Paris. If the fashion takes on girls will walk Oxford-street in stocking flesh-coloured legs and emerald green heels, or grey legs and scarlet heels. Other stockings are in a lizard-skin pattern.

Every firm has different names for the new colours. The colour that is selling best, however, is a rose-grey; some people call it "cloud." All "natural shades are fashionable."

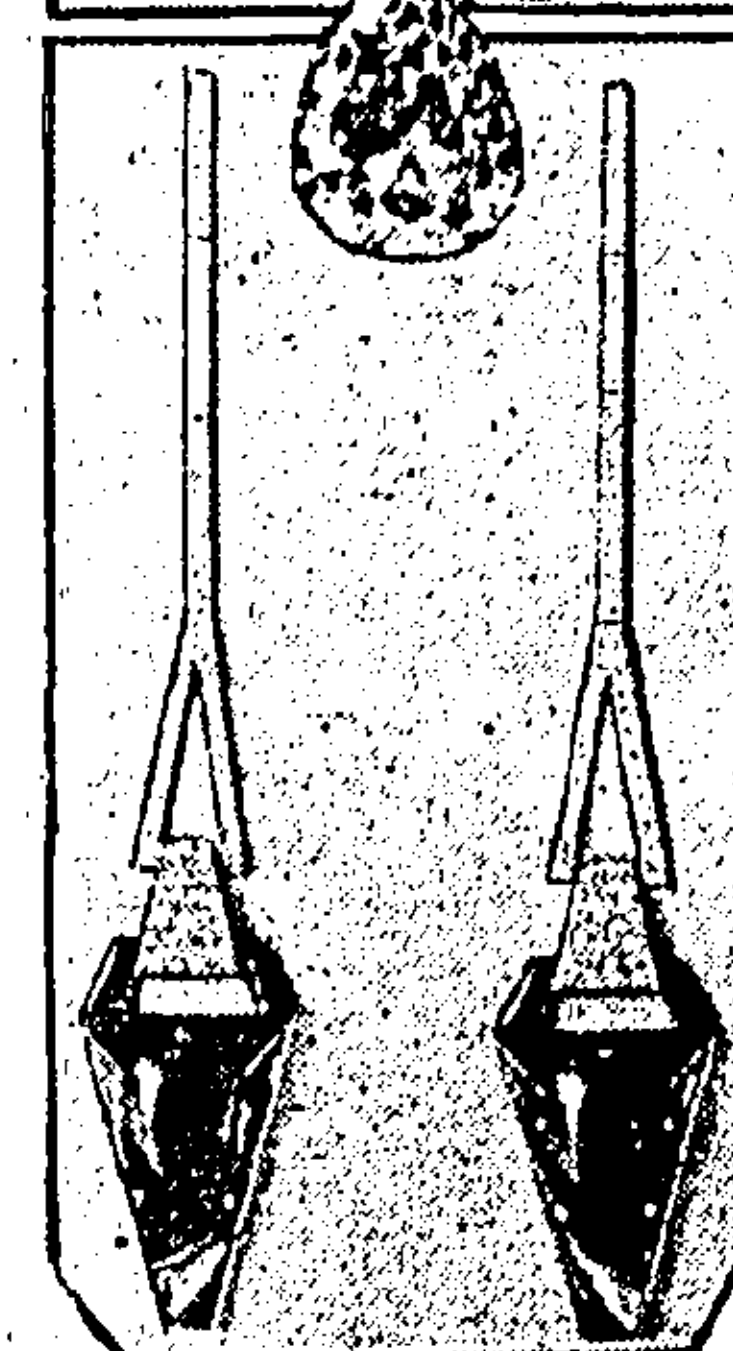
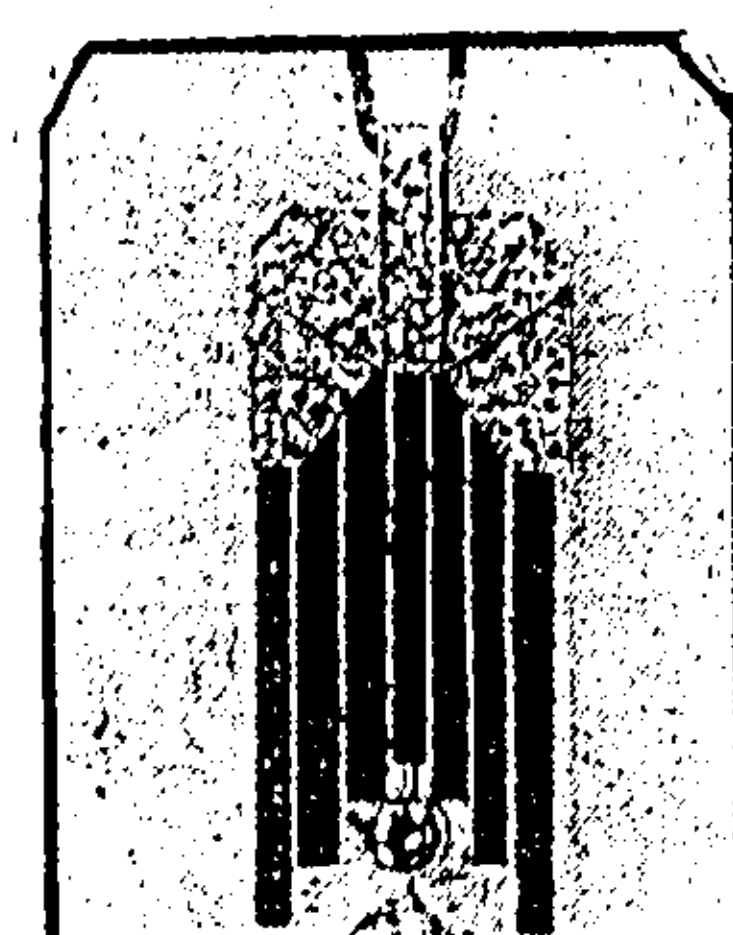
Cubist Window Designs. Cubist figures are the latest thing for window display. They are in black, silver, bronze, mauve, rose, and pale green. They have no features; the faces being cast in weird symbolical designs; one face looking like a snail, another like a question-mark.

"It is the application of cubism to window display," it was stated. "Leading London shops are using these figures, which are symbolical representations of modern woman."

Dance Frocks.

The little dress that dances well possesses certain very definite qualities. The material should be diaphanous; there should always be ample width in the skirt; the back of the frock is obviously the most important part. The little frock that dances well has rhythmic movements.

DAINTY NOVELTIES.



(Top) graceful stripes and triangles are worked out in a geometric patterned pendant with black onyx; (below) the latest earrings, pear-shaped emerald set in a background of cornelian, mounted in onyx and brilliant.

The scroll effect, for instance, is the cubist representation of bobbed.

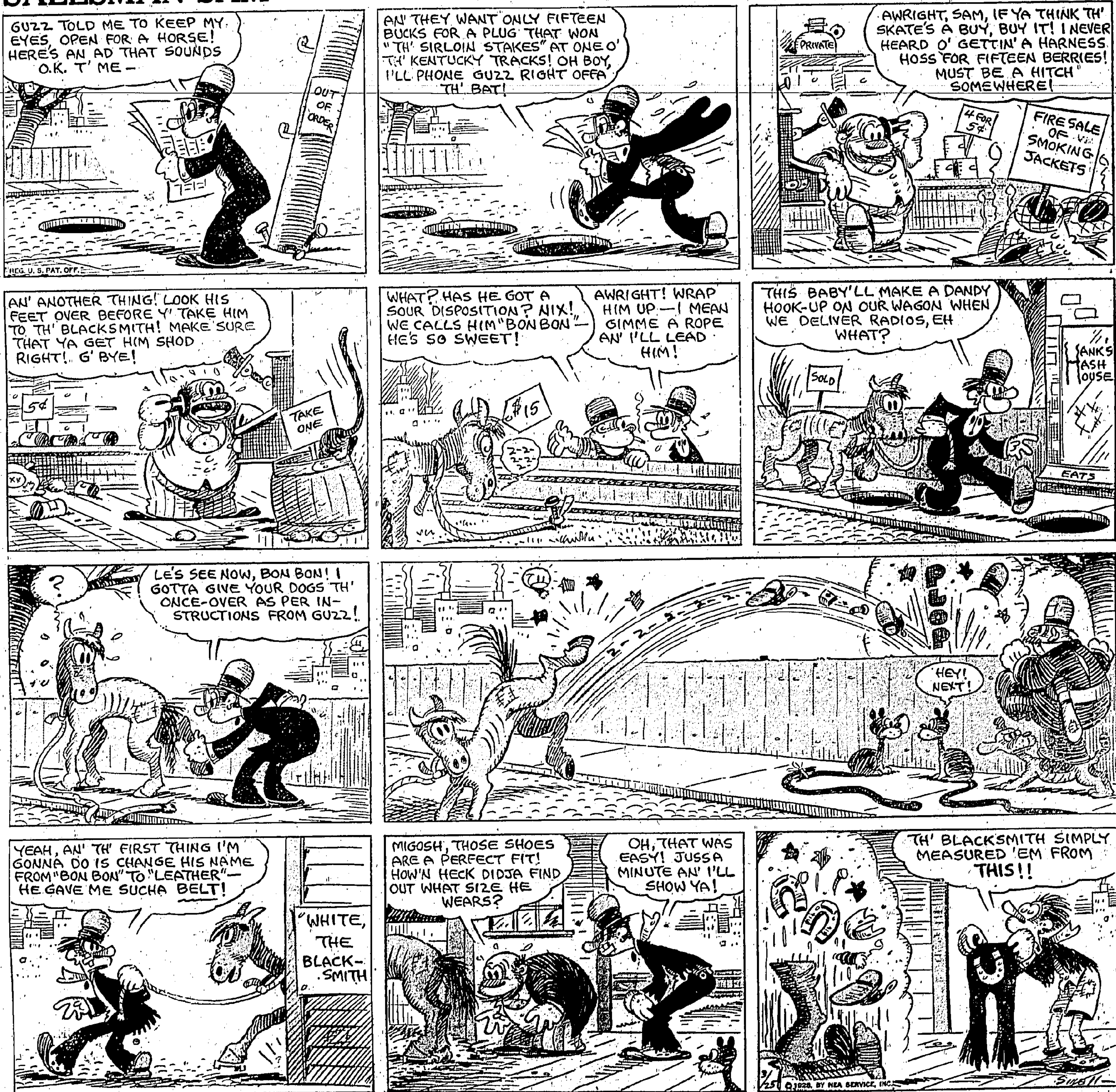
"Four million pounds are spent weekly in trade on the adornment of this wonderful being—woman," said Mr. Charles Warren, at the inaugural luncheon. "Hundreds of thousands of people are always engaged in thinking out something new for women to wear."

"How seldom," he added, "do we see a plain girl-to-day! She is so well adorned that we have almost forgotten that she exists. We are very thankful for short skirts. They have made a very fine business for the hosiery people."



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EMPERESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
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ST. STEPHEN'S COLLEGE.

(Continued from Page 2.)

Education, and especially high education, is never in a healthy community the sole concern of the state; but there should always be co-operation of private with official endeavour. It is most undesirable that education should be all of one kind and schools all of one pattern. But the impulse of the State will inevitably be in the direction of uniformity, and it is only by the intervention of private initiative that diversity and individuality will be achieved. Government can assist and co-ordinate; but the driving power, and to a large extent the funds, should come from private sources, namely, first and foremost from parents and pupils, and then in gradually widening circles from associations, whether rural, urban and municipal or social, secular and religious. I am persuaded that a sound system of education can only evolve on these lines and, as a matter of fact, this is how education has spread in those countries where it has been most esteemed. I, therefore, welcome the decision of the authorities of St. Stephen's College to reconstitute their foundation as a public school after the English model; and in laying the first stone of the new school buildings here at Stanley to-day I wish this splendid venture of faith all possible success. I trust that it will receive the generous support of the whole community.

Mr. Li Hoi-tung.

Mr. Li Hoi-tung, Chairman of the Old Boys' Association, a member of the College Council and trustee of the College, then said: Mr. Chairman, Your Excellency, ladies and gentlemen—on behalf of the college council and the old boys of St. Stephen's College I wish to express our sincere gratitude to His Excellency for coming here to lay the foundation stone for the new building of the college. The building scheme in Stanley was dropped in 1924 for several reasons, and the college council wished to erect the building in Aberdeen which is not a suitable place for college purpose. But in May 1927 His Excellency suggested that the college should be built in Stanley. Then we put the valuable suggestion into practice. His Excellency showed, too, a noble and discerning solicitude for the needs of the Chinese community by suggesting that Hongkong should have an excellent boarding school and by generously giving us valuable advice and encouragement for the building scheme in Stanley.

I wish to pay a tribute to the very valuable proposal made by a syndicate to me concerning a donation to the college in consideration of surrender of the lease of the college to the syndicate. I communicated this proposal to Rev. W. H. Hewitt who was then in Europe. In September 1923 Mr. Hewitt came back to Hongkong. Then Mr. Hewitt and the late Mr. Chau Shiu-ki conducted negotiation with the syndicate concerning the proposal. Finally Mr. Hewitt accepted the syndicate's generous gift of \$100,000 to the college and \$100,000 for the surrender of the college lease to the syndicate. This splendid offer of the syndicate commands general admiration. The action of the syndicate was soon followed by many old boys and friends of the college who have already contributed \$150,000 towards the building fund. Thus now we have \$350,000 at our disposal for the erection of the building. I appeal to the old boys and friends of the college to give generous donations for the erection of one more hostel which is an imperative necessity.

Chinese Literature.

We have carefully considered many problems of our college. It is not my intention, however, to deal with general questions now, and I will not detain you long. I only desire to make a statement with regard to the question which deeply interests us: I allude to the question of study of Chinese literature. His Excellency has taken a keen interest in the study of Chinese literature, and recently gives encouragement for establishing Chinese Department in the Arts Faculty of the University of Hongkong. His efforts are greatly appreciated by all of us. I hope the college would improve the Chinese section, and students take keen interest in the study of Chinese literature; so that the college will become a principal feeder of the Chinese School of the University.

When the building will be completed, I hope that the college will allocate a room or rooms to the old boys for social purpose. Thus the old boys have many opportunities of meeting one another, and of helping their mother school. (Applause.)

A Vote of Thanks.

In proposing a hearty vote of thanks to His Excellency for the honour he had done them in going out there that afternoon to perform the important function of laying the foundation stone of the new building, Mr. T. N. Chau, M. A., another member of the College Council, said he understood that that was by no means His Excellency's first visit to the spot. His Excellency had first taken the trouble to accompany the Warden to inspect the surroundings and it was in a large measure due to His Excellency's advice and encouragement that that particular site was chosen.

His Excellency's presence was yet another proof of the keen interest he had always taken in education of the Chinese, and with the lend thus given, he hoped that the Chinese community would readily and generously respond to the appeal which had been made by the Chairman so as to enable them to carry out the whole scheme, to include even the new hostel mentioned earlier by Sir Henry Pollock. On behalf of the Council of the College and Building Committee, he thanked His Excellency for his kind presence and for his expression of good wishes. He also expressed thanks to the other visitors for their attendance. (Applause.)

Three cheers were then given for His Excellency and Lady Clementi and for the other visitors, after which the gathering sat down to tea.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES. The Steamship,

ATHOS II

Bringing Cargo from MARSEILLES

&c.

Consignees are hereby informed that

their goods with the exception of

Opium, Treasure and Valuables are

being landed and stored into the

Godowns of the Hongkong Wharf and

Godown Co., Ltd., Kowloon, whence

delivery may be obtained immediately

after landing.

All claims must be sent in to me on

or before the Thursday the 3rd May,

1928, or they will not be recognized.

Damaged Packages will be examined

by the Company's Surveyor Messrs.

Goddard & Douglas in the presence of

the Consignees at 10.00 a.m. on

Monday, the 30th April, 1928.

No Fire Insurance will be effected

by us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 24th April, 1928.

COMPAGNIE DES MESSAGERIES

MARITIMES.

The Steamship,

"CAPITAINE FAURE"

Bringing Cargo from DUNKIRK,

ANTWERP, ROTTERDAM,

LONDON, &c.

Consignees are hereby informed that

their goods with the exception of

Opium, Treasure and Valuables are

being landed and stored into the

Godowns of the Hongkong Wharf and

Godown Co., Ltd., Kowloon, whence

delivery may be obtained immediately

after landing.

All claims must be sent in to me on

or before the Wednesday, the 2nd May,

1928, or they will not be recognized.

Damaged packages will be examined

by the Company's Surveyor Messrs.

Goddard & Douglas in the presence of

the Consignees at 10.00 a.m. on

Saturday, the 25th April, 1928.

No Fire Insurance will be effected

by us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 23rd April, 1928.

THE BEN LINE STEAMERS,

LIMITED.

From MIDDLESBROUGH, ANTWERP,

LONDON, STRAITS and

PHILIPPINES.

The Steamship,

"BENROCH"

Consignees of Cargo are hereby in-

formed that all Goods are being land-

ed at their risk into the hazardous

and/or extra hazardous Godowns of

The Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence and/or

from the wharves delivery may be

obtained.

No claims will be admitted after

the Goods have left the Godowns, and

all Goods remaining undelivered after

the 2nd May, 1928 will be subject to

rent.

All claims against the steamer must

be presented to the Underinsured on or

before the 16th May, 1928, or they will

not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

1st May, 1928, at 10 a.m., by Messrs.

Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by,

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 25th April, 1928.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... HILBERMAN LINE

"CITY OF BOMBAY" ... Havre, London, R'dam, Hamburg & Hull... 25th May.

"CITY OF CARLSLE" ... Havre, London, R'dam & Hamburg ... 24th June.

"CITY OF BEDFORD" ... Havre, London, R'dam & Hamburg ... 25th July.

AUSTRALIA ... SINGAPORE/AUSTRALIA ... AUSTRAL-EAST INDIES LINE

"KAZEMBE" ... Leaves Singapore ... 7th May.

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONGKONG in connection with "ELLERMAN"

Lines and other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE

"CITY OF EASTBOURNE" ... via Suez Canal ... 18th May.

"CITY OF NEWCASTLE" ... via Suez Canal ... 15th June.

"CITY OF OSAKA" ... via Suez Canal ... 13th July.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE

"CEDARBANK" ... via Suez Canal ... 8th May.

"FORRESBANK" ... via Suez Canal ... 6th July.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

"TINHOW" ... End of July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and

Capetown.

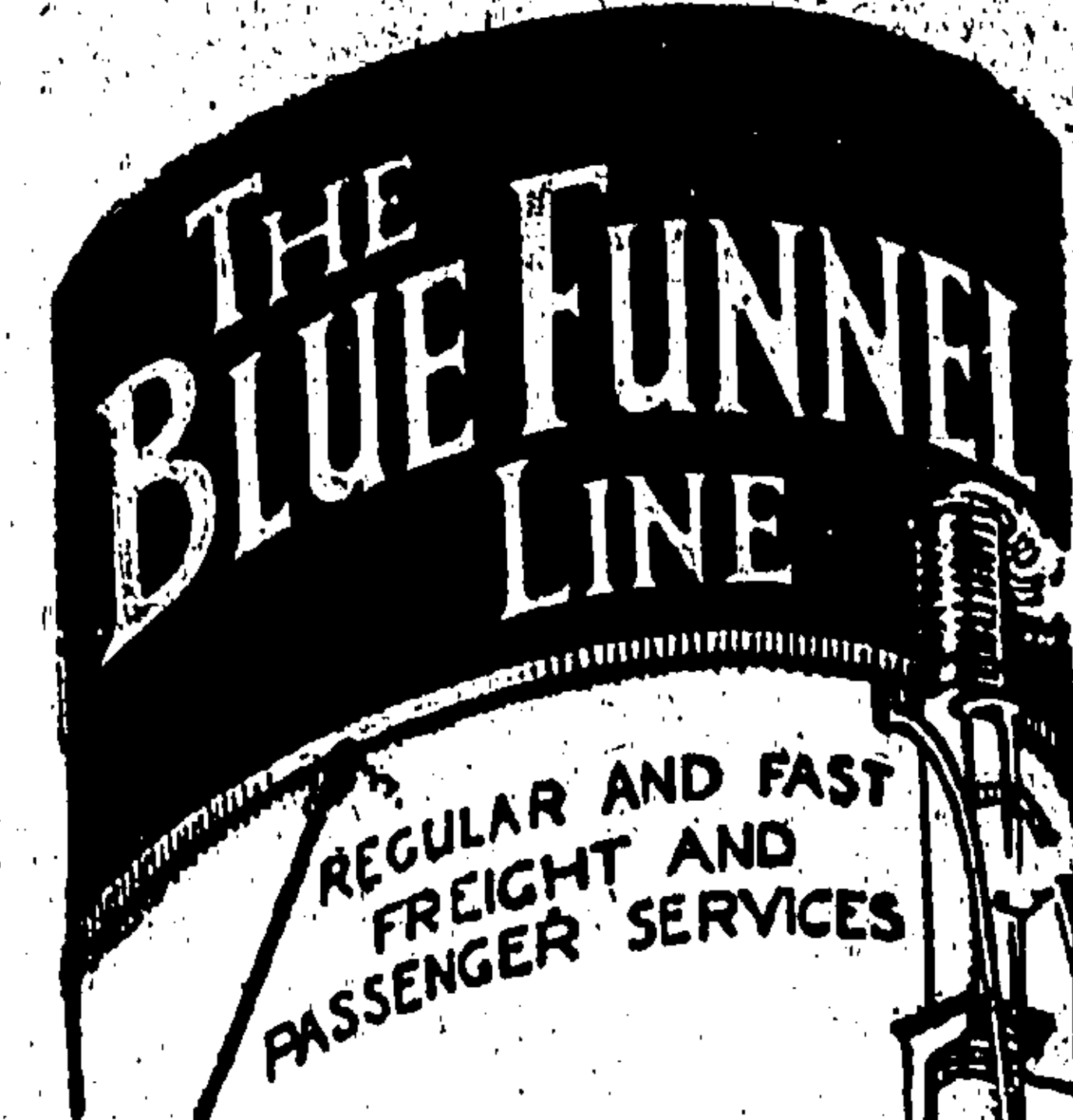
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane,

Zanzibar, Mombasa, Kilindi, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4781.

THE BANK LINE, Ltd.



LONDON SERVICE

"OALOHAN" 1st May. M'lee, London, R'dam & Hamburg

"PATROCLUS" 16th May. M'lee, L'don, R'dam G'gow & Hull

"MENELAUS" 23rd May. M'lee, London, R'dam & Hamburg

Call at Casablanca.

LIVERPOOL SERVICE

"ORESTES" 20th May. Genoa, Havre, Liverpool & Glasgow

"OANFA" 20th June. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama

"TALHYBIUS" 12th May. Victoria, Vancouver & Seattle

"TRUCER" 31st May. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ADRASTUS" 4th June ... Boston, New York & Baltimore

PASSENGER SERVICE

"PATROCLUS" 16th May. Singapore, Marseilles & London

"ANTENOR" 13th June. Singapore, Marseilles & London

OUTWARD SERVICE

"DIOMED" 2nd May. Shanghai, Moji, Kobe & Yokohama

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to—

Butterfield & Swire,



"Allen, I've found a marvelous new way to go home to England for £120! We take the President Liners direct to Victoria B. C., or to Seattle; or via Honolulu to San Francisco or Los Angeles, see all the sights of America on our railroad stop-over privileges, and from New York sail via the regular North Atlantic Lines. Let's go that way this year!"

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110 \$102 \$83 via SAN FRANCISCO
\$8440 \$8420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 1st May.
Shinyo Maru	Tuesday, 15th May.
Siberia Maru	Tuesday, 29th May.
Taiyo Maru	Tuesday, 29th May.
LONDON via Singapore, Suez, Marseilles & Ports.	Saturday, 5th May.
Fushimi Maru	Saturday, 19th May.
Hakozaki Maru	Saturday, 19th May.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 23rd May.
Miehima Maru	Wednesday, 23rd May.
BOMBAY via Singapore, Penang & Colombo.	Saturday, 28th Apr.
Seio Maru	Saturday, 28th Apr.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama	Thursday, 31st May.
Rakuyo Maru	Thursday, 31st May.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.	Thursday, 10th May.
Hakata Maru	Thursday, 10th May.
NEW YORK and/or BOSTON via PANAMA.	Sunday, 29th Apr.
Lisbon Maru	Sunday, 29th Apr.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	Tuesday, 15th May.
Toyouka Maru	Tuesday, 15th May.
CALCUTTA via Singapore, Penang & Rangoon.	Tuesday, 1st May.
Penang Maru	Tuesday, 1st May.
NAGASAKI, KOBE & YOKOHAMA.	Thursday, 17th May.
Tanaka Maru	Thursday, 17th May.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 28th Apr.
Yamaguchi Maru (Mojit Direct)	Saturday, 28th Apr.
Sado Maru	Saturday, 28th Apr.
Kitano Maru	Tuesday, 1st May.
Cargo only.	

Subject to alteration without notice.
For further information apply to: NIPPON YUSEN KAISHA.
Tel. Central No. 292, (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Yoshing Yaching Chakung Kwong-sung	Sun. 29th Apr at noon. Wed. 2nd May at noon. Sun. 6th May at noon. Wed. 9th May at noon.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Fookwang	Sun. 29th Apr at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Yuensang	Sun. 29th Apr at 7 a.m.
TO CANTON	Yaching	Sun. 29th Apr at 2 a.m.
TO STRAITS & CALCUTTA	Kumang	Satur. 28th Apr at 3 p.m.
TO SANDAKAN	Hineang	Sun. 29th Apr at 9 a.m.
TO TIENTSIN	Yusang	Thurs. 3rd May at 5 p.m.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central General Managers



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitaroen	N. China	In Port	28th Apr	Batavia
Tjitaroen	Batavia	In Port	28th Apr	Amoy, Shanghai & Keelung
Tjitaroen	S'hai, K'lung	30th Apr	2nd May	Batavia
Tjibodas	Java, Meor	7th May	9th May	Amoy, N. China
Tjibodas	N. China	7th May	9th May	Meor & Java
Tjibodas	Batavia	10th May	12th May	Amoy, Shanghai & Keelung
Tjitaroen	S'hai, K'lung	14th May	16th May	Batavia
Tjitaroen	Java, Meor	21st May	23rd May	Amoy, N. China
Tjibodas	N. China	21st May	23rd May	Batavia
Tjibodas	Batavia	24th May	26th May	Amoy, Shanghai & Keelung
Tjibodas	S'hai, K'lung	28th May	30th May	Batavia

† Via Mincasur
† Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the

Java-China-Japan Lijn.

GLEN LINE.

Fare Hongkong to London £32.

GO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel	"GLENGARRY" (Via Oran)	4th May.
Motor Vessel	"GLENTARA" (Via Oran)	16th May.
Steamship	"CARNARVONSHIRE" (Via Oran)	13th June.
Steamship	"PEMBROKESHIRE" (Via Oran)	11th July.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"CARNARVONSHIRE" ...	30th Apr.
Motor Vessel	"GLENBEG" ...	13th May.
Steamship	"PEMBROKESHIRE" ...	28th May.
Steamship	"GLENNIFFER" ...	8th June.
Steamship	"GLENSHANE" ...	25th June.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

CHURCH CONCERT.

LARGE GATHERING SUPPORTS PIANO FUND.

There was an excellent attendance at the Union Church Hall in Jordan Road last evening, when a concert was held in aid of the Piano Fund, a number of well-known local artists contributing to an extremely enjoyable programme. The Revd. Horace Johnston presided.

The programme opened with a glees by the Male Voice Choir, (Messrs. J. Grimston, Pearce, Brightman, Crabbe, Woolcock and Wynn), conducted by Mr. White, who rendered "Dame Durden" so well, that an encore was imperative. "Rolling Down to Rio" was also well received.

Mr. J. Bragg's "Ave Maria" also called for an encore, "Cavatina," and in fact, the entire programme would have been repeated had there been time. Mrs. Minney was in excellent voice with "Lilac Time" in the first half and "Love's a Merchant" in the latter part. Miss Acheson's recitations were respectively, "The King's Breakfast" and "Nini, Ninette, Ninon," while Surg. Lt. Bradfield gave "The Lass with the Delicate Air" and (a) Mother Seal Song and (b) Invicta.

Mr. and Mrs. White lent variety to the programme with vocal duets, "Life's Dream is O'er" and "Excelsior." The entertainment closed with Mr. Bragg's violin solo "Chanson Hindou" and a tone poem by the Male Voice Choir, "The Long Day Closes."

The accompanists were the Misses J. Black and D. Bragg, Mrs. White and Mr. Baldwin.
The result of the effort should be a deserved increase to the Piano Fund.

A THIEF SHOT.

PEDESTRIAN ALSO SHOT IN THE LEG.

At about eight o'clock yesterday morning a Chinese who succeeded in entering No. 661 Nathan Road, Kowloon, was interrupted by it, is believed, an amah, with the result that he tried to run away but was shot down by a police constable.

Details of the affair were not officially available yesterday but as far as can be ascertained it appears that the occupants of the house, who are Chinese, had gone out and the house was empty at that hour. The robber succeeded in gaining an entrance and, leaving a confederate outside to keep watch, proceeded to gather together various articles, including blankets. An amah, on returning, saw the man who attempted to bind her but she succeeded in reaching a police whistle which she was carrying and managed to blow it. The robber then released her and tried to make his escape together with the other man but the whistle had caused attention to be directed to the house and a policeman fired at the fugitive, who refused to stop, and wounded him. The second man escaped.

The robber was seriously injured, it is believed, and was taken to the Kowloon Hospital.

It also appears that a young boy was also accidentally shot in the leg but his wound is not believed to be serious.

An official statement will probably be issued to-day.

THE COTTON BILL.

OPERATION OF EXISTING ACT EXTENDED.

London, Apr. 27.

The House of Commons has passed the Cotton Industry Bill prolonging for five years the operation of the Cotton Industry Act, but reducing from sixpence to three pence the levy imposed under the Act on the sale of every bale of raw cotton for the purposes of the Empire cotton growing co-operation.

The mover of the second reading of the Bill stated that in seven years the cotton produced in the British Empire, excluding India, had increased from 100,000 to 427,000 bales a year and three quarters of the increase was very suitable for the mills in Lancashire.

The Labourite Mr. Johnston, complained that the Japanese were securing a large part of the cotton grown in Uganda, which was sent to Japan in steamers heavily subsidised by the Japanese Government. It was taken back to East Africa in the form of cotton goods.

Mr. Waddington, Conservative, said it was a fallacy to suppose that the use of Empire cotton must be restricted to Lancashire. That would mean the restricting of the development of Uganda and it would be unjust not to allow the native producer to get the full benefit of the cotton. Moreover much of the cotton which went to Japan was unsuitable for Lancashire.—*Reuter.*

PERSIA'S ADVISERS.

A TREASURER GENERAL IS APPOINTED.

Teheran, Apr. 27.

Dr. Walder, the Director of the Swiss Bank is reported to have accepted the post of Treasurer General of Persia. Dr. Lindenblatt has been appointed Director of the National Bank of Persia. It is understood that the capital of the bank will be raised by the sale of crown lands and the crown jewels.

Conversations are still proceeding in regard to the appointments of Accountant General and Inspector General of Finance.—*Reuter.*

[Dr. Lindenblatt, was formerly the Director of the Credit Bank of Sofia. His appointment is in succession to the American, Mr. Millsbaugh.]

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m. and 10.30 p.m. { Sundays 10.30 p.m. only.
Sailings from Canton—Daily at 8 a.m. and 4.30 p.m. { Sundays 4.30 p.m. only.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

EXCURSIONS TO MACAO.

SUNDAY, 29th APRIL.

HONGKONG TO MACAO | MACAO TO HONGKONG
9.00 a.m. "SUI AN" | 3.30 p.m. "SUI AN"
RETURN SALOON PASSAGE FARE: \$5.00.

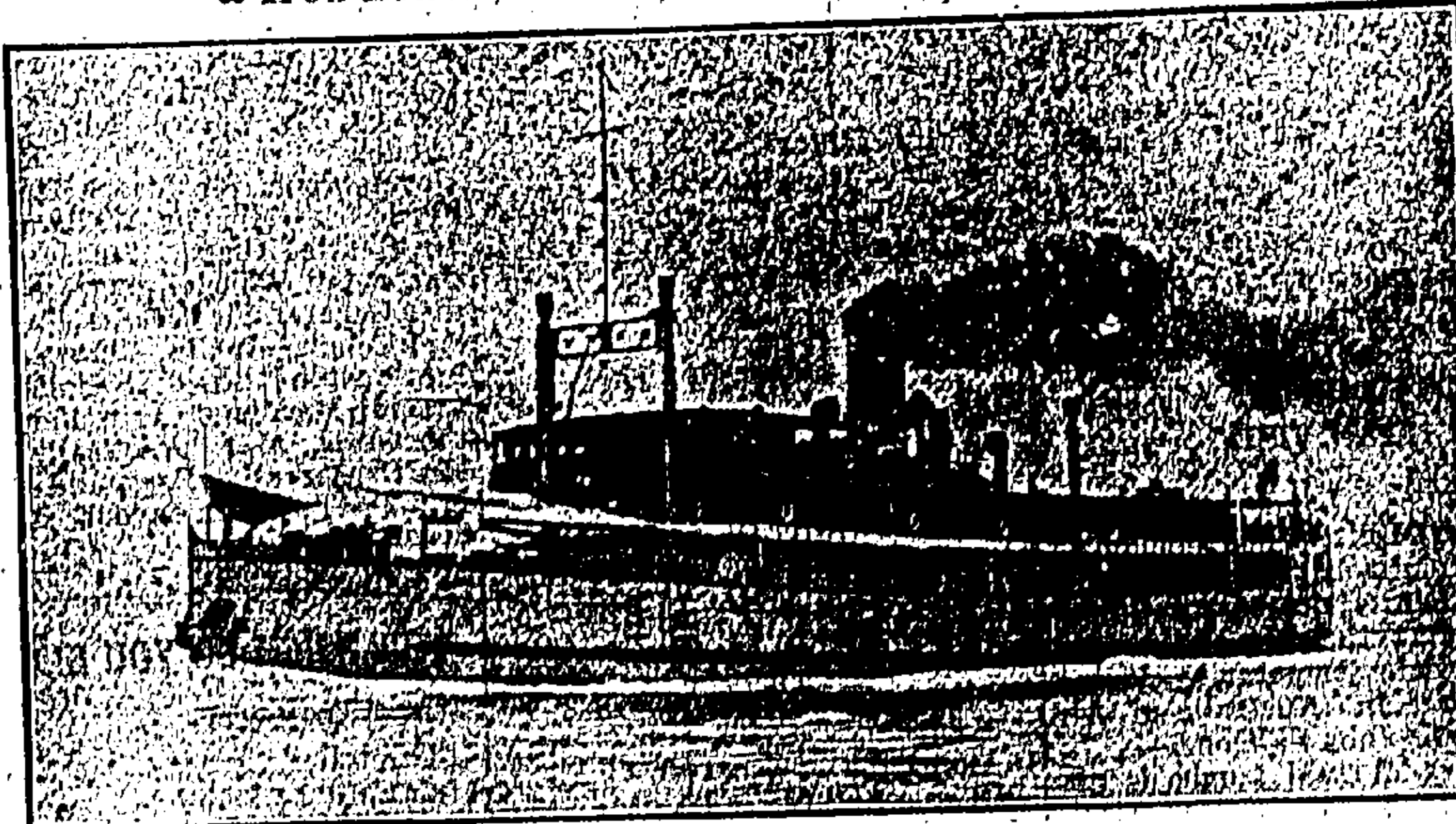
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

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T. S. S. "SLANG WO."

Passenger & Cargo River Steamer, built and engined at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze Hankow-Johang.

Please address enquiries to the Chief Manager—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.

And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, "KNIGHT COMPANION" From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 26th April.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before 16th May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong 26th April, 1928.

PIRACY RE-CALLED.

CAPT. JENTOFF'S HONGKONG ESTATE.

Mr. M. J. A. Henckel, who died on or about February 9, 1926, at 10 Passage Maillot, Belvedere, in the French Protectorate of Tunis, retired registrar, left estate in Hongkong to the value of \$21,000, all of which is bequeathed to his wife, Mrs. D.A.P.A. Henckel.

Letters of administration have been granted to Mr. L. R. Andrews, of Messrs. Johnson, Stokes and Master.

Capt. Jentoff.

The piracy of the s.s. Solviken, which was pirated on July 22, last year, is re-called by the will of Mr. R. Jentoff, the captain of the vessel, who was so seriously wounded that he died at the French Hospital in Hongkong on the same day. Captain Jentoff, formerly of Bergen, Norway, left Hongkong estate to the value of \$2,100 in Hongkong and letters of administration have been granted to Mr. L. R. Andrews.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
LAHORE	5,252	7th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KASHGAR	9,005	12th May.	M'les, L'don, A'werp & Hull
KIDDERPORE	5,334	22nd May.	Straits, O'bo B'bay, & Karachi
MALWA	10,986	26th May.	Bombay, Marseilles & London
HALIPORE	5,273	31st May.	Straits, Colombo & Bombay
JEYPORE	5,318	2nd June.	Marseilles & London
DELTA	8,097	9th June.	Marseilles, L'don & A'werp
MIRZAPORE	6,715	19th June.	Straits & Bombay
RANPURA	16,601	23rd June.	Bombay, Marseilles & London
NOVARA	6,989	30th June.	Marseilles, London, A'werp, Hull, Rotterdam & Hamburg
KHYBER	9,114	7th July.	M'les, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July.	Bombay, Marseilles & London
INANKIN	7,058	28th July.	Marseilles, London, A'werp, Rotterdam & Hamburg

Cargo only.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyreus, Smyrna and other Levant Ports by Steamers of the Kileidiv Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	3rd May.	S'pore, Penang & Calcutta
HATIPARA	7,764	17th May.	S'pore, Penang & Calcutta
TALMA	10,000	26th May.	S'pore, Penang & Calcutta

Calls only.

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	4 May. 4 p.m.	Manila, Sandakan, Thure
TANDA	6,656	1st June.	Island, Townsville, B'bane
ST. ALBANS	4,500	29th June.	Sydney and Melbourne.

*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports en route as indicated on offers. Frequent connections from Australia with the following:

The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	1st May.	Amoy, S'hai, Moji, Kobe & Osaka
HALIPORE	5,273	2nd May. noon.	S'hai, Moji, Kobe, & Yokohama
TAKLIWA	7,936	7th May.	Amoy, Moji, Kobe, Osaka & Yokohama
NOVARA	6,989	8th May.	S'hai, Moji, Kobe & Yokohama
TANDA	6,956	8th May.	Moji, Kobe, Osaka & Yokohama
DELTA	8,097	11th May.	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	17th May.	S'hai, Moji, Kobe & Yokohama
SANTHIA	7,754	22nd May.	Amoy, Moji, Kobe & Osaka
MIRZAPORE	6,715	24th May.	Shanghai, Moji & Kobe
RANPURA	16,601	25th May.	S'hai, Kobe & Yokohama
TILAWA	10,006	2nd June.	Amoy, S'hai, Moji, Kobe & Osaka
INANKIN	7,058	5th June.	S'hai, Moji, Kobe & Yokohama
TAKADA	8,948	7th June.	Amoy, Moji, Kobe & Yokohama
ST. ALBANS	4,500	5th June.	Moji, Kobe, Osaka & Yokohama
KHYBER	9,114	8th June.	S'hai, Moji, Kobe & Yokohama
TALAMBA	8,018	17th June.	Amoy, Moji, Kobe & Osaka
RAWALPINDI	16,619	22nd June.	S'hai, Kobe & Yokohama

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

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S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June.
S.S. "HELENUS" via Suez Canal 29th June.
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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
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In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Ten Dances:

Monday, Wednesday and Friday, from 5 to 7 p.m.
Hotel launch meets all steamers.

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Tel. Add:—"Victoria."

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The Kowloon Hotel
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The Premier Hotel in Kowloon with all modern conveniences.
High Class Cuisine and Table Appointments. Wonderful view of the
Harbour and Peak, and five minutes from the Ferry, Wharves and
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Under the Personal Supervision and attention of

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Cables. "Kowhotel." Kowloon.

PALACE HOTEL.

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Tel. Address "PALACE."

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unsurpassed Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:

Mrs. J. H. OXBERRY, Proprietress.

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Cables:—
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After-dinner
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and Saturday.

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THE EUROPE HOTEL LTD.

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Cable Address:—"RIVIERA, MACAO"

EMBODYING THE
LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

Printed and Published for the Proprietors by ALFRED MORLEY,
at 1 and 3, Wyndham Street in the City of Victoria Hongkong.

CHICAGO'S REIGN OF
TERROR.MORE BOMB OUTRAGES
EXPECTED.

Washington, Mar. 28.
As a result of the bombing of
the home of the United States
Senator, Mr. Deneen, the house of
every prominent politician in Chi-
cago is under police guard as
further outrages are expected.

It is freely admitted that the
life of no "Republican" political
leader will be safe until after the
Republican primary election on
April 10, when the voters of Chi-
cago will decide whether the fac-
tion of the party headed by Mr.
Deneen or the wing led by "Big
Bill" Thompson will secure control.

The political warfare now in pro-
gress, which has turned to bombs,
shotguns, machine-guns, and other
deadly weapons, is too intricate to
be easily explained. In a few
words, however, it marks an at-
tempt on Big Bill's side to retain
office, and with it the appointment
of thousands of city employees,
policemen, the fire brigade, and all
others dependent upon the city
pay-rolls, and an attempt by the
other side to turn out the Thomp-
son "gang" and put its own men in.

The war has been carried even
into national politics, both sides
hoping by winning the municipal
election to control the delegation
to the National Convention hav-
ing the selection of Mr. Coolidge's
successor. Both sides accuse the
other of being responsible for the
bombing of Mr. Deneen's house,
the Thompson faction, asserting
that Deneen was privy to the bomb-
ing so as to discredit his op-
ponents.

Big Rewards.

Rewards aggregating \$13,000 for
information leading to the arrest
and conviction of the bombers have
been offered, persons furnishing
information being guaranteed im-
munity from prosecution.

Mayor Thompson has offered
\$1,000, and a similar amount is
pledged by the chief of police, a
Thompson adherent. So wide-
spread is the terror that many
prominent men are moving their
families out of their houses and
going to hotels or to the suburbs.

The Union Ministers' Associa-
tion has adopted a resolution
pledging its members to do all in
their power "to arouse the citizens
of Chicago," and further demanding
that the Attorney-General of Illi-
nois and the Attorney-General of
the United States "assert their
constitutional power to abolish the
near anarchy in the community."

BRITISH RAILWAY
RECORDS.TWO NON-STOP RUNS FROM
LONDON TO SCOTLAND.

London, Apr. 27.
Two runs from London to Scot-
land by "Royal Scot" expresses,
belonging to the London, Midland
and Scottish Railway, travelling
from Euston Station to Edinburgh
and Glasgow respectively, a dis-
tance of 400 miles, created a world
non-stop passenger-train record.
Both arrived in a trifle over
eight hours and carried spare
drivers and firemen who changed
duty en route.—*Reuter.*

PREMIER A FREEMAN
OF STOKE.BRITAIN'S POTTERY FINEST
IN WORLD.

London, Apr. 27.
The Premier and Mrs. Baldwin
visited the Pottery District to-day
where the freedom of Stoke was
conferred upon the Premier.

Speaking at a luncheon at the
Town Hall, Mr. Stanley Baldwin
said there was no other country in
the world which could compete
with Britain in pottery. There
would always be room for goods of
the higher British standard.
—*British Wirepress.*

AIR MINISTRY POSTS.

CHANGES DUE TO AUSTRA-
LIAN VISIT.

London, Apr. 27.
The Air Ministry has announced
the appointment of Air Vice-
Marshal Scarlett to be Air Officer
Commanding the Air Defence of
Great Britain temporarily, during
the absence in Australia of Air
Marshal Sir John Salmond.
Air Vice-Marshal Lambie is ap-
pointed to be Air Officer Com-
manding the British constabulary
in place of Air Vice-Marshal Scar-
lett.—*British Wirepress.*

Mr. Rayner Goddard, K.C., Re-
corder of Bath, has accepted the
Recordership of Plymouth.

ARCHIE COMPSTON'S
BRILLIANCE.FOURTEEN HOLES LEAD ON
HAGEN IN 36.

GOLFING FIREWORKS.

London, Apr. 27.

Playing brilliant golf through-
out the day, Archie Compston, in
the 72-hole challenge match, vir-
tually for the world's match-play
championship, against Walter
Hagen established a lead of 14 holes
at the close. A sum of \$750 is at
stake.

During the morning round,
Compston gave a sensational display
of golfing fireworks. At the tenth,
he was six holes up on Hagen, but
the American pulled back two by
the eighteenth.

In the afternoon, the American
was even more completely out-
played, Compston gaining an almost
impenetrable advantage of 14 holes.
Thirty-six holes remain to be played.

The match is being played at
Moor Park, and prior to the com-
mencement Hagen said he would be
likely to suffer from lack of practice.

He sent a wireless message from
the Aquitania to get the match
postponed, but this was impossible.
—*Reuter.*

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local
share quotations issued to-day:

Banks.

Hongkong Bank, \$130 1/2 a.
Chartered Bank, \$21 b.
Mercantile A. & B., \$33 1/2 n.
P. and O., \$4 n.
East Asia, \$75 n.

Insurances.

Canton Ins., \$680 b.
Union Ins., \$342 a.
North China Ins., \$140 n.
Yangtze Ins., \$47 b.
China Underwriters, \$2 1/2 b.
China Firms, \$215 n.
H. K. Fire Ins., \$760 b.

Shipping.

Douglases, \$40 1/2 a.
H. K. Steamboats, \$28 1/2 b.
H. K. Tugs, \$2 1/2 n.
Indo-China, (Def.) \$78 b.
Shell Trans., \$9 1/2 n.
Union Waterboats, \$20 1/2 b.

Mining.

Bonguets, \$2 1/2 n.
Kailans, \$3 1/2 b.
Langkats, \$13 1/2 n.
S'hai Exploration, \$18 1/2 n.
Rauhs, \$4 n.
Tronchs, \$17 1/2 b.

Docks, etc.

Kowloon Wharves, \$137 a.
Whampoa Docks, \$43 b.
China Providents \$6 a.
Hongkows, \$166 b.
Now Engineerings, \$18 1/2 a.
Shanghai Docks, \$109 b.

Cottons.

Ewo Cottons, \$18 1/2 b.
Orientals, \$18 1/2 b.
S'hai Cottons, \$15 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$8 1/2 a.
H. K. Lands, \$66 1/2 a.
S'hai Lands \$140 b.
Humphreys, \$14 1/2 n.
Realities, \$8.25 b.
Territorials, \$1 n.

Public Utilities.

Tramways, \$25.20 n.
Peak Trams, (old) \$13 1/2 b.
Star Ferries, \$64 1/2 a.
China Lights, (Old) \$13.25 a.
H'kong Electrics, \$71 a.
Macao Electrics, \$26 1/2 b.
Telephones \$4.70 b.
China Buses, \$18 1/2 n.
Singapore Traction, \$11 1/2 b.

Industrials.

China Sugars, \$5.35 n.
Malabons, \$24 1/2 n.
Canton Ices, \$4 n.
Coments (Comb.) \$10.40 a.
Ropes (Old) \$7 1/2 b.
United Asbestos \$10 a.

Stores &c.

Dairy Farms, \$23.75 n.
Watsons, \$14 b.
Dor A. Wing, \$50 n.
Lane Crawford, \$3.75 b.
Macintosh, \$22 a.
Sinceros, \$11 b.
Wm. Powells, \$3 a.

Miscellaneous.

Amusements, \$29 a.
Constructions, \$1 1/2 n.
B'que Ind. G. Bonds, 62 1/2 b.
H. K. G. Loan, 10 1/2 Prom.

The Colonial Secretariat will
occupy the third floor of the Ban-
que de l'Indo Chine, French Build-
ing, as from April 30, and until
the structural alterations to the
present offices are completed.

AMERICAN COTTON
DEALINGS.IMPORTANT DECISION BY
EXCHANGES.

New York, Apr. 27.
The New York Cotton Exchanges
have proposed the establishment
of a Control Committee, with a
Board equipped with regulatory
powers. A vote will be taken on
the matter at a special meeting to
be held on May 9th.

The proposal is intended to
satisfy Congressional opposition to
the present methods of Cotton
Exchange dealings.

It is suggested that the Commit-
tee be empowered to fix a mini-
mum limit for cotton contracts to
be held by any member of the Ex-
change in one month and also that
it be entitled to investigate the
dealings of members and examine
their books.—*Reuter's American
Service.*

BIG PIRATE GANG
DISPERSED.TWO-HOUR FIGHT WITH
POLICE.

Shanghai, Apr. 23.
A message from Soochow states
that on Thursday the Chief Con-
stable of the 3rd Division of the
Marine Public Safety Bureau
directed four corps of constables,
aboard 47 sampans, in an attack on
the pirates' lair before the Shek
Yen Temple in the Tsingpu Dis-
trict.

The pirates numbered more than
100, and it was not until after a
two hours' battle that they were
overcome.

Five pirates were killed and four
of their sampans were seized, while
six victims held for ransom were
released. The gang is believed now
to have been dispersed.

BRITISH TRIBUTE TO
CHINESE.

(Continued from Page 1.)

autonomy to the Empire. They
were making a determined effort
to see the component parts of the
Empire developing themselves. In
giving them that freedom they had
no fear because they believed in
the loyalty and historic tradition
of the Empire, whose problems
could be worked out in co-opera-
tion.

Spirit of Co-operation.

This was an era of active co-
operation and this was the spirit
that he was in Malaya to preach.
He wanted to see co-operation of
Colony with Colony, not merely co-
operation of Colony with Great
Britain. The British Empire was
something bigger than Great
Britain and Malaya, something
bigger than the self-governing
Dominions such as Canada and
Australia. It was an organism the
like of which the world had never
before seen. If any improvement
was to be made it could only be
done by enlarging the horizon of
all its citizens.

BRITISH HONOUR FOR
EXPLORER.KING APPROVES MEDAL FOR
CAPT. WILKINS.

London, Apr. 27.
The King has approved the
award of the Patron's Medal of
the Royal Geographical Society to
Captain G. H. Wilkins, for his
work in the Polar regions, cul-
minating in the recent flight from
Point Barrow to Spitzbergen.—
Reuter.

The ten Conservatives who
voted against the Second Reading
of the Franchise Bill were: Cap-
tain Charles Craig, Major Kin-
dersley, Mr. George Balfour, Mr.
Samuel Samuel, Mr. Esmond
Harmsworth, Sir Joseph Hall, Sir
Frederick Hall, Sir William Bull,
Sir Charles Oman, Sir A. Boyd-
Carpenter. The tellers were Briga-
dier-General Sir George Cockfield
and Colonel Applin. There was a
large attendance of Socialist and
Liberal Members. It would seem,
therefore, that practically half
the Conservative Party did not go
into the Lobby in favour of the
Second Reading.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. In Belgium. 2. The Dowry Colony of Zion
City, Illinois. 3. Cardinal Giuseppe Meis-
sini, who died March 16, 1928. 4. The period
when a planet is in conjunction or op-
position with another planet. 5. St. Clement
Dance, in the Strand. 6. 1,700,000,000. 7.
D'Annunzio, the Italian aviator. 8. \$14.
In the 20's. 9. It is the custom in the North
of England to eat grey peas fried in butter.
These are called "carlings." 10. By weight, 40
per cent. by value, 20 per cent. 11. (a) "Harry
Richmond," 220,000 words; (b) "The Tale of
the 4000 Villages," 172,000 words; (c) "St. Ives,"
172,000 words. 12. 62,500,000,000.

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The famous bickering partners in
a new and greater production—
The amusing sequel to their first
big comedy success!

COHENS and KELLYS
IN PARIS with Vera Gordon,
Kate Price and
Gertrude Astor.

THE COHENS AND KELLYS, grown
rich in business partnership, never
cease to squabble. When pretty Sayde
Cohen announces her engagement to young
Pat Kelly in Paris, the irate parents take
the same boat to France to stop the
wedding!

See what happens to them in Paris
—The surprising adventures, the
diverting complications and the
thrilling climax!

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

JOHN GILBERT
In
The BIG PARADE
With
RENÉE ADORÉE
KARL DANE
Romance and thrills
against a background
of the world war!

AT THE
WORLD FINAL SHOWINGS TO-DAY
At 2.30, 6.30, & 9.15.

Footloose Widows
A WARNER BROS. Production
With
LOUISE FAZENDA
JACQUELINE LOGAN

AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.